

Latitude 38

VOLUME 258, December 1998

WE GO WHERE THE WIND BLOWS

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HAPPY HOLIDAYS !

Ours has been a very good year. Thanks to our customers, our freinds and supporters. Here's hoping that the Holiday Season is all you expect it to be and that you and yours prosper in the new year. All the Best.

The Staff and Management of Grand Marina.

GRAND MARINA & MARINE CENTER,
the finest in boat care and homeports.

OFFERING:

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- Sailboat & Powerboat Brokers on site

Leasing Office Open Daily

2099 Grand Street, Alameda, CA 94501

Directory of Grand Marina Tenants

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We will be closed
Dec. 25, 1998 - Jan. 4, 1999
Happy Holidays!

Success Story #191

(A circular argument for great sails!)

photo: Mariah's Eyes Photography (510) 864-1144



**Parranda*

Pearson Ariel #191 was already racing when Pineapple Sails began making sails twenty-five years ago. But somewhere between the early seventies and the mid eighties, the boat stopped racing. And then she stopped sailing. Three years ago, Hugh Davis bought the boat at a lien sale and after months of scraping crusty old bottom paint, and replacing standing and running rigging, and putting together a determined crew, she was back in racing shape.

But she still wasn't winning races.

So at the end of the 1997 season, Hugh ordered a new set of Pineapple class sails. Unveiled only at the first race of the 1998 season (we were sworn to months of secrecy), the speed of the new sails surprised crew and competition alike. And *Parranda* finished the season in first place.

Still in the lead in a midseason Berkeley Circle race, after Hugh had completed a 720 to avoid a protest, one skipper hailed: "Do another 720, so you are still within sight when you finish!"

YOUR DEALER FOR: Musto Foul Weather Gear & Headfoil 2

Sails in need of repair may be dropped off at:
West Marine Products in Oakland
Svendsen's in Alameda & Bay Riggers in Sausalito



PINEAPPLE SAILS

Phone (510) 444-4321

Fax (510) 444-0302

Website www.sailmaker.com

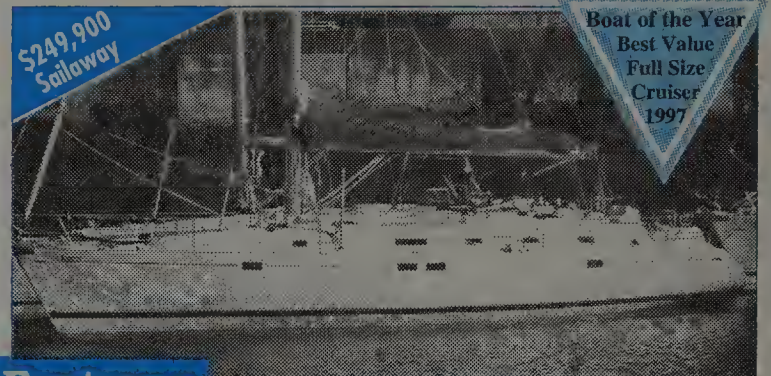
123 SECOND STREET, OAKLAND, CALIFORNIA 94607

*Powered by Pineapples

BENETEAUS

Only look more expensive

When you look at a Beneteau you may very well think that it sells at a premium price. If you have carefully priced another boat you may assume you will have to add a lot of extra charges before you get a boat you can actually use. The big surprise is that when all is said and done, sail-away Beneteaus cost about the same as boats of lesser quality and reputation. Group Beneteau is the world's largest sailboat manufacturing company (they own Jeanneau, Wauquiez, CNB and Lagoon Catamarans). Through advanced engineering, innovative manufacturing and tremendous buying power they can simply build a better boat for less. When you get the facts you will know that a Beneteau only looks more expensive.



Standard Features

411

Varnished Cherry Interior
2 or 3 Cabin Layout
Halogen Lighting
2 Heads with Showers
Refrigeration
Battery Charger
Stove/Oven
Microwave Oven
Stereo/AM/FM/Cassette

12 Disc CD Changer
Cabin and Cockpit Speakers
Trash Bin
Sliding Pantry Locker
Double Bow Roller
Windlass
Anchor Package
Raised Bulwarks
Teak Caprail
Teak Cockpit Seats

Stern Seats
Hot/Cold Cockpit Shower
Cockpit Table/Cooler
Leather Wrapped Steering Wheel
Shorepower and Cord
In-Mast Furling Mainsail
Furling Genoa
Rigid Boom Vang
Compass
Autohelm ST50 plus Tridata

461

Autohelm ST50 plus Wind
Standard Horizon Nova+ Ram VHF
Vinylester Bottom
Bottom Paint
Full Commissioning
Tool Kit
Docking Package
Safety Package
5-Year Transferable Warranty

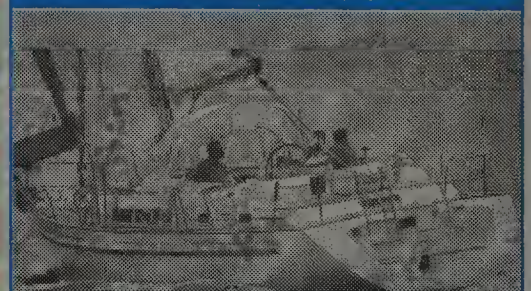
Beneteau 352



Beneteau 36CC



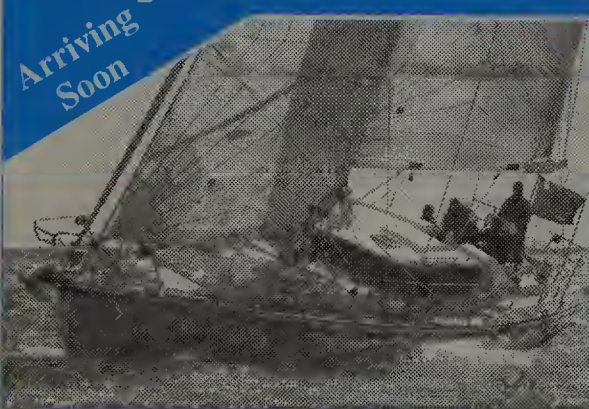
Beneteau 40CC



ALL OF THE ABOVE YACHTS ARE AT OUR DOCKS

Wauquiez 43 Pilot Salon

Arriving
Soon

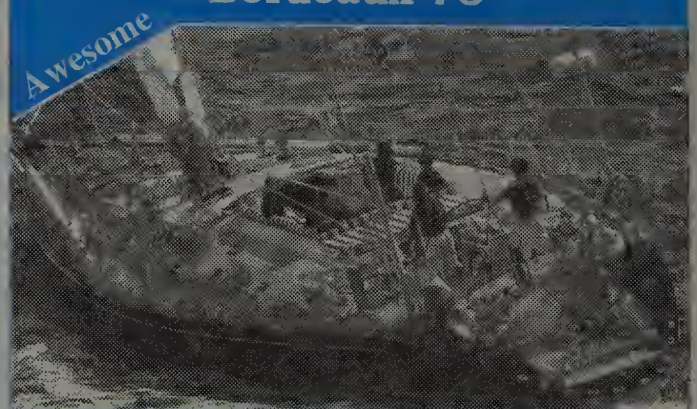


Award
Winning
Yachts

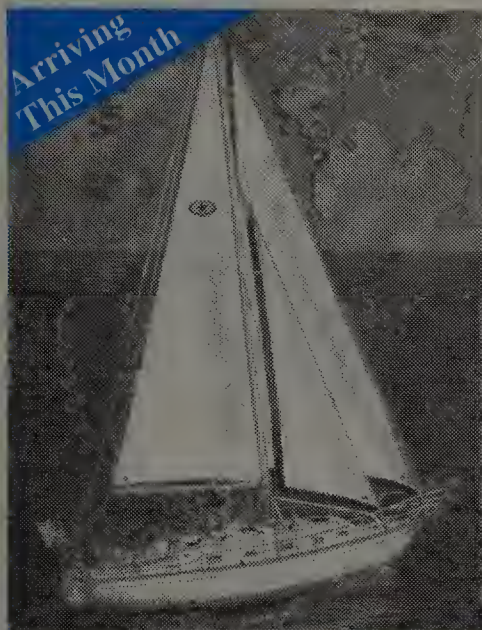
- Beneteau
- Island Packet
- Dehler
- Wauquiez
- X-Yachts

Bordeaux 76

Awesome



Island Packet: As Good as It Gets

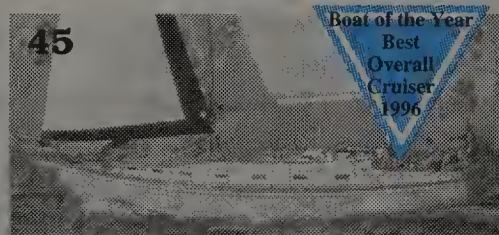
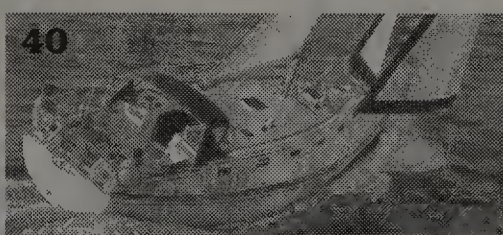


- IP 380 -

The new Island Packet 380 is a brilliant design. Many people are calling it a breakthrough boat which redefines what can be achieved in a bluewater liveaboard yacht of less than 40'. The interior is remarkable, each interior component; the aft cabin, owner's cabin, head, main salon, galley, is huge and has unique design elements like the slide away sink in the aft cabin. The hull, keel and sail plan have been optimized for the sailing enthusiast to provide sparkling performance. This boat is a winner with over 40 sold in less than four months.

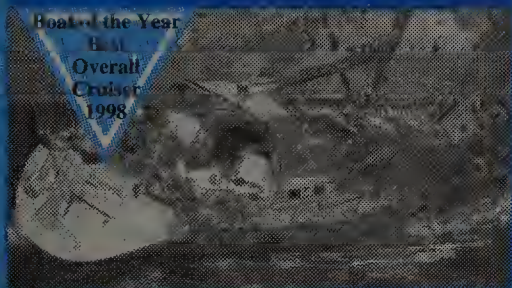
LOA 39' 7"
LWL 32' 0"
Beam 13' 2"
Draft 4' 7"
Displacement approx. 21,000
Ballast 9,000 lbs
Sail Area 885 sq ft

Sail Area/Disp. 18.6
Hull Design:
Bob Johnson, N.A.



ALL OF THE ABOVE YACHTS ARE AT OUR DOCKS

Dehler 41C



Wauquiez Centurion 48



X-442

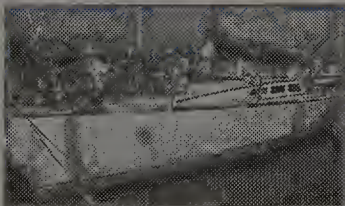


LOOKING FOR SOMETHING SPECIAL?

BROKERAGE



Saga 43, '98 \$279,000



Olson 40, '86 \$89,900



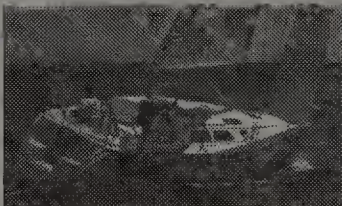
Beneteau 38, '91 .. \$69,900



Beneteau 35s7, '94 \$110,000



Sea Wolf 41, '79 ... \$69,000

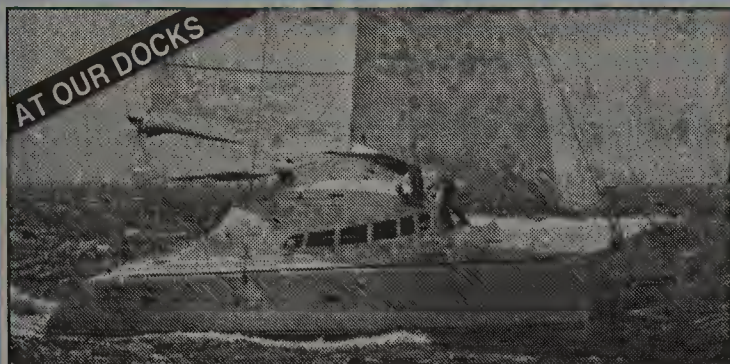


Hunter 30, '91 \$42,000



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THE PACIFIC COAST'S LARGEST CATAMARAN DEALER



Lagoon 410 world cruiser (41' x 23'6" x 3'10"). Amazingly low introductory price. Fully customized 3 or 4 cabins & 2 or 3 heads. (See other photos at our website.) 11-15 knots, NO heeling. Twin-diesel maneuverability. \$291k, f.o.b. Call now – beat the 1999 price increase.

Ask Yourself Three Simple Questions

1. Are you tired of sailing "on your ear?" Cruising cats give you safe and comfortable *upright* sailing, barely 6 degrees of heel in 20-knots of wind! And that's true for ALL of the nearly 40 different models we represent, from the *Aquilon 26* (\$68,000) to the *Lagoon 570* or *Marquises 56* (approx. \$700K). Tell us your budget or size requirements and we'll send you appropriate brochures.

2. Would you like to sail much faster than a monohull, but with waayyy less effort? Our cruising cats sail from 25% to 100% faster than comparable length cruising monohulls. And because cats require no ballast, they are lighter and easier to handle. (Did we mention that ballast-free, foam-sandwich construction means complete unsinkability?)

3. Are you interested in getting more boat for your dollar? Foot-for-foot, cats are much roomier than same-length monohulls. For example, the *Tobago 35* offers the same room, yet much more privacy, as a 40' monohull. (And the *Tobago's* cheaper.)

Similarly, the luxurious *Lagoon 410* cat is every bit as roomy as a 52' monohull cruiser. Yet that 52' mono weighs 45,000 lbs. while the 410 cat is only 15,000! No wonder that 52-footer's restricted to 9-knots (non-surfing), while the *Lagoon* does 15! (And the *Lagoon* is less expensive.)

Take a Look! www.cruisingcatsusa.com



Gemini 105 (34'14"18") Best value and most popular of all 40 cats we offer! 3 cabins/1 head. Only cat with centerboards, draft 18" up, 5' w/brds down. Only cat that's "turnkey" ready – just add food and fuel. Literally! Includes: 27 hp diesel, main and furling genoa, stove, fridge, hot water, rigid bimini & dodger, s/t winches, compass, anchor and more. \$115,000*.



Tobago 35. (also 38', 42', 46' & 56') models). Excellent bridge-deck clearance, wide & stable beam, galley-up layout, bluewater comfort. Twin diesels. \$155k to \$700k (f.o.b.)

Plus – we offer other cat models from 26' (\$85,000) to 120' (\$10,000,000). Call for your choice.

Rod Gibbons' Cruising Cats USA

2099 Grand Street, Alameda, CA 94501

(510) 814-0251

fax (510) 814-8765



Luxury Sailing At Its "Level Best"

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COVER PHOTO BY Tim Wright

One of Mariette's crew takes a stroll on the widowmaker of the 138-ft schooner. By the way, have you ever read *Go To the Widowmaker?* It's one of James Jones' greatest books.

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs – anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.



Just in from a cruise in the So. Pacific. A high performance cruiser at our dock.



REDUCED. Price dropped and seller wants boat gone before the rain. Now \$64,500.



Clean, well priced and great for a family cruiser on the Bay & Delta. Now \$33,500.

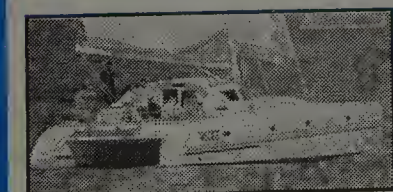


What a fun boat. Easy to sail by yourself and big enough for the family. \$9,950.

Your catamaran experts on the West Coast. Here's a small list. Call for more!

36' SOLARIS, '91	\$124,000
37' LAGOON	\$155,000
39' PRIVILEGE	\$185,000
40' DEAN, '97	\$265,000
42' FAST CAT, '86	\$110,000
42' LAGOON	\$179,000
42' VENEZIA, '97	\$377,000
46' BAHIA, '97	\$459,000

Great Cruising Yachts in the Caribbean



40' DEAN CAT, 1997
Completely equipped for offshore cruising and in 'like new' condition. Asking \$260,000.

Bay Island YACHTS



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Monohull Brokerage

27' NOR SEA, '93	\$49,500	33' NANTUCKET, '68	\$25,000
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28' LANCER	\$7,000	33' HUNTER, '79	\$23,500
28' PEARSON, '79	\$13,950	35' LAGOON cat, '96	\$199,500
29' J/29, '84	\$22,500	36' HUNTER, '80	\$33,500
30' NEWPORT, '73	\$13,900	36' COLUMBIA	\$28,500
30' NEWPORT	\$12,500	38' ATHENA, '98	\$225,000
30' C&C, '71	\$16,500	40' STEVENS, '83	\$110,000
30' NEWPORT, '87	\$32,000	41' CT, center cockpit	\$59,000
32' CATFISHER	\$96,000	57' ALDEN, '31	\$180,000



27' NEWPORT
Just listed! A clean Bay boat with lots of room. Well appointed. Call for price.



28' ISLANDER, 1977
One of the largest 28-footers around. Teak interior, diesel, AP. \$17,900.



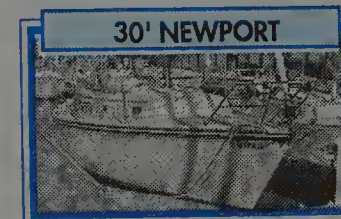
57' ALDEN
Classic yacht in great condition with anxious sellers. Asking \$180,000.



40' STEVENS, 1983
One of the best center cockpit performance cruisers on the market. At our dock. \$110,000.



34' GEMINI 105
Virtually a new boat. Well equipped and priced well below new. \$109,950.



30' NEWPORT
Just listed. Late model, diesel, wheel, nice interior, good equip't. At our dock. \$32,000.

Multihulls



35' LAGOON, 1996
At our docks in Alameda. Very well equipped & built by TPI. Asking \$199,500 but submit only offer!



38' ATHENA, 1998
This is a new boat currently in charter. Leave her in or go cruising. Completely equipped. \$225,000.

47' LAGOON, '94	\$315,000
47' MAYOTTE, '96	\$590,000
48' CATANA, '93	\$290,000
48' PRIVILEGE 14.7	from \$295,000
48' PRIVILEGE 482	from \$284,000
50' PROUT, '86	\$275,000
53' CATANA, '93	\$519,000
55' LAGOON	\$595,000
55' MASHFORD	\$438,000
56' MARQUISES	\$525,000
60' HELLMAN STEEL, '96	\$750,000
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Simpson Bay • St. Maarten

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40' VAN DE STADT steel	\$189,000	51' JEANNEAU SUN ODYSSEY	\$200,000
40' OCEANIS, '95	\$139,000	51' BENETEAU OCEANIS	\$229,000
41' HALLBERG RASSY	\$97,000	51' BENETEAU FIRST 51, '89	\$279,000
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43' OYSTER, '82	\$195,000	55' SWAN, '70	\$379,000
44' ROBERTS STEEL	\$120,000	59' JONGERT, '72	\$495,000
44' MORGAN 191	\$111,200	62' NAUTICAL, '85	\$375,000
44' CSY Walk Over, '77	\$69,000	73' STEEL SCHOONER, '86	\$175,000
45' HARDIN, '80	\$129,000		
46' BENETEAU 456	\$159,000		
47' JEANNEAU SUN KISS	\$135,000		

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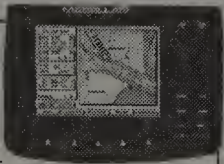
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990433 Nav 6510 (color) List \$1829.99 **\$1319.95**
15208 Nav 6500 (B/W) 1399.00 **819.95**

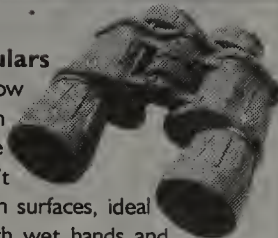


Tasco

Marine Binoculars

Rubber armored yellow binoculars are both shock and moisture resistant. They won't slip on moisture laden surfaces, ideal for gripping even with wet hands and their non-denting finish can take rough handling, shocks, and bumps. With bright, clear images, they're a natural for being on board your boat! 7 power magnification, large 50mm objective lenses, 372 ft. field of view at 1000 yds. Covered by the Tasco limited lifetime warranty, all are built tough to accommodate the needs of the outdoor enthusiast. G131-14

22YRZ Yellow 7X50 **\$79.95**



Taylor's

Kerosene Cabin Heaters

Clean burning, regulating and self-cleaning kerosene pressure burner, front opening door for access to lighting and maintenance, bulk-head mounted and external vented, the heater incorporates a heat disbursement plate in the back of the unit - no need for extra heat shielding. Comes with a 1-1/2 gal. pressure tank (w/ integral pump and sight glass), safety on/off control valve, in-line fuel filter, 2 sections of 1" dia. SS flue piping, through deck fitting, cowl, and storm cap. 8400 BTU output. Burns 1 gal. fuel per 24 hours of operation. Ship 28 lbs. G94-1

079KS Stainless Steel front **\$925.45**
079KB Polished brass front **\$939.45**



Altitude

Electronic Barometer

With memory function - recalls the hour by hour atmospheric pressure for the previous 24 hours, and displays a simplified graph. Instant pressure reading. Also indicates: Temperature (°C or °F), relative humidity (%). Can

be adjusted for height. Can be used from 10°C to 55°C. Requires 4 ea. #LRO3 batteries (not supplied) which last approximately 1 year. Dimensions: 3.15" x 3.95" x 1.1", weighs 5.6 oz. Supplied with marine mounting pad. G200-1

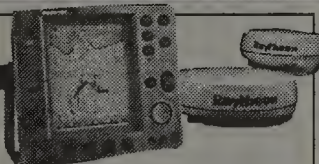
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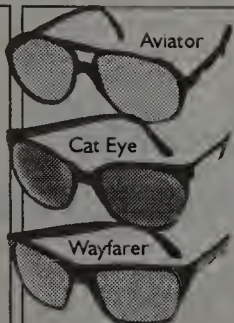
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74074 \$59.95

Handsewn, water resistant, leather covered 3/4 heel cup, non-slip sole, leather lacing system, padded tongue. Timber Brown/Honey sole. Limited sizes 6-8 medium width only. All sizes 9-14 medium width only. (Please Specify). G144-7

84091 \$59.95



Magellan

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12020 List \$424.99 **\$299.95**
12017 Magellan Tracker w/ detachable antenna, wrist strap, user guide **219.95**
12015 Magellan ColorTrak w/ detachable antenna, carry case, wrist strap, user guide **265.95**
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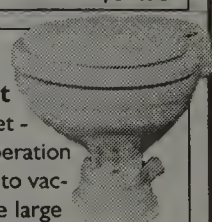


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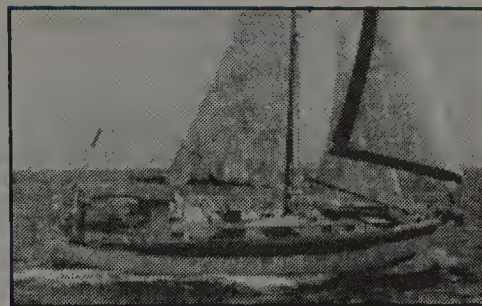
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Veteran ocean cruiser in good condition.
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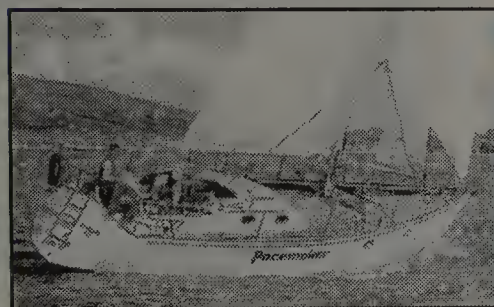
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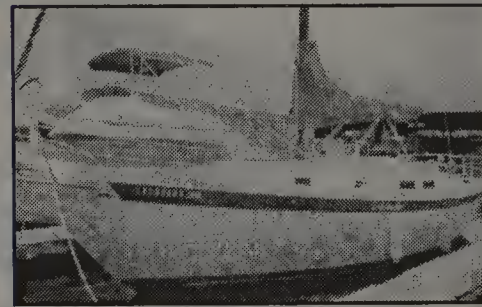
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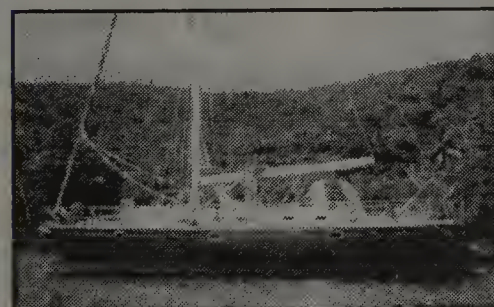
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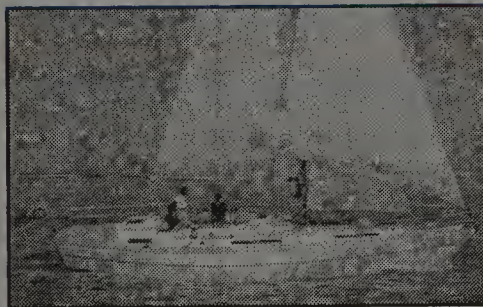
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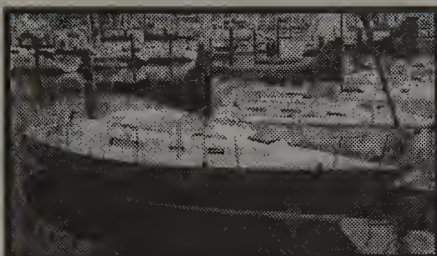


62' LOA COLIN ARCHER KETCH, 1977

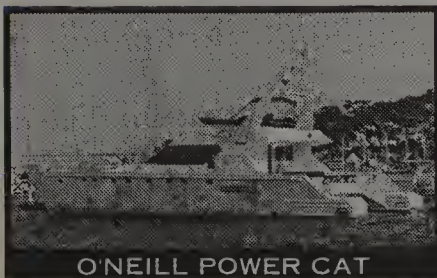
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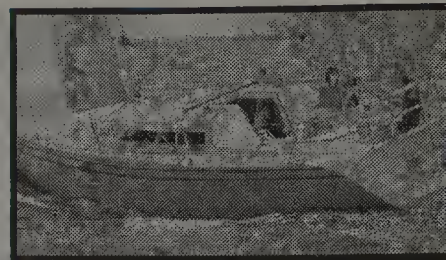
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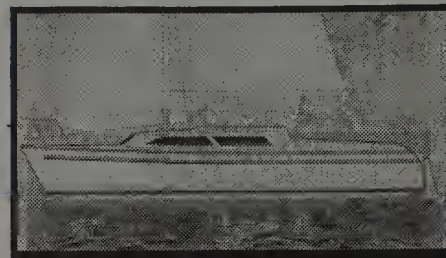


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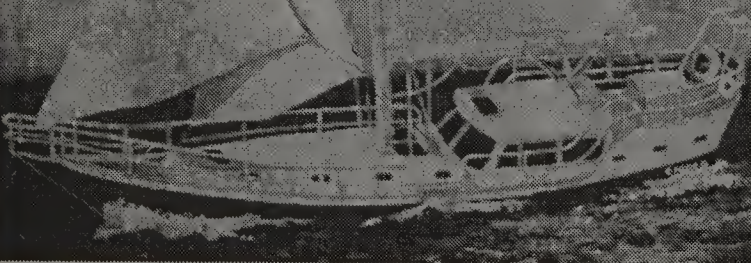
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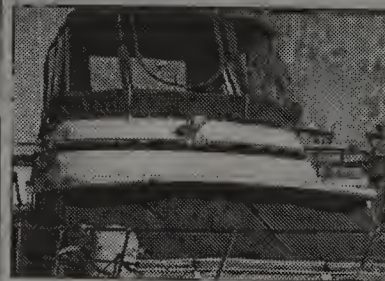
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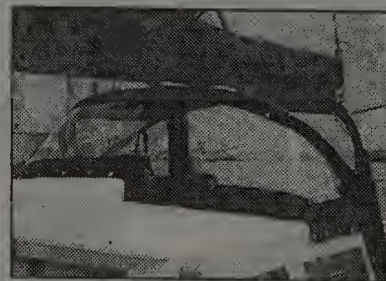
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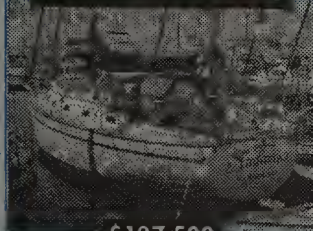


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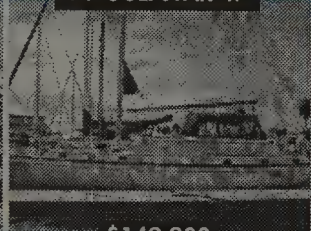
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\$187,500

'79 GULFSTAR 47'



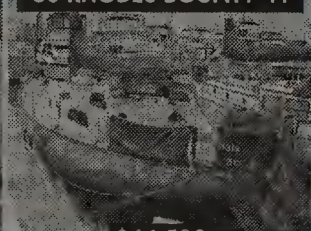
\$149,900

'76/'77 CAL 3-46



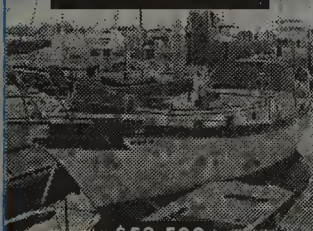
\$113,000

'60 RHODES BOUNTY 41'



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'75 DOWNEAST 38



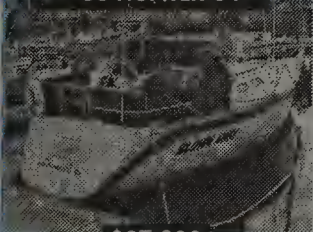
\$58,500

'70 MARINER 40' KETCH



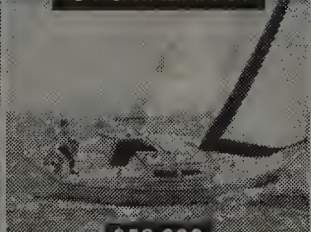
\$75,000

'83 HUNTER 34



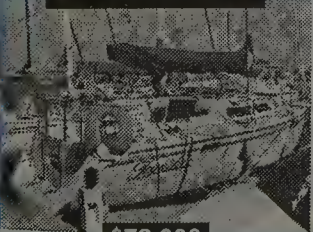
\$37,000

'84 CATALINA 36



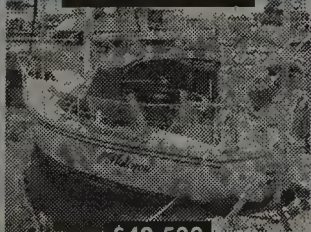
\$53,000

'95 CATALINA 320



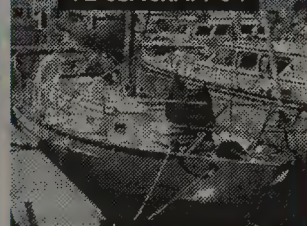
\$59,000

'89 CATALINA 30



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'92 SEACRAFT 34'



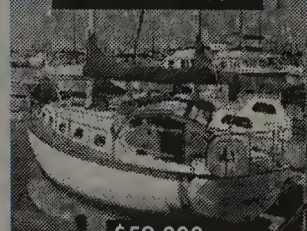
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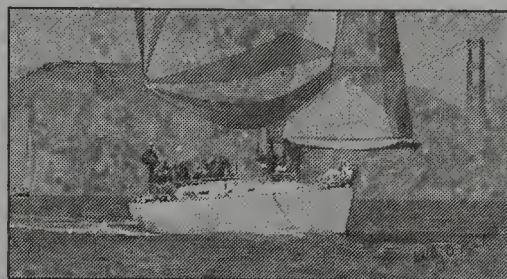


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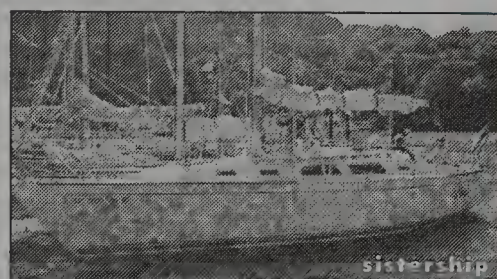
Sabreline 47, 1997

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Santa Cruz 52

Marda Gras



Sabre 34

Winsome

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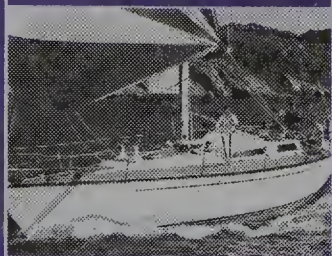
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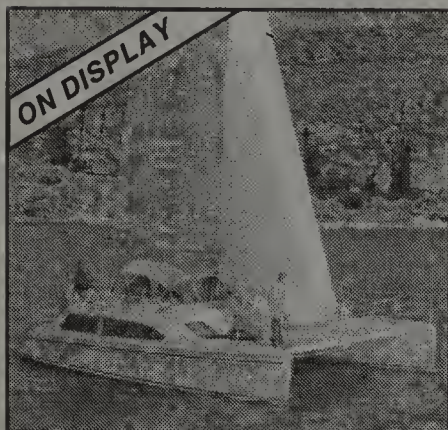
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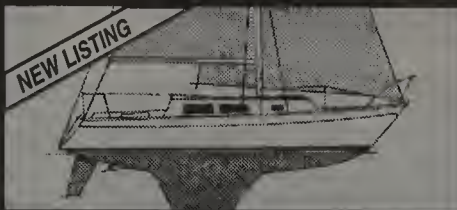
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The happiest days of my life were spent sailing with my kids. I'm sure as h--- glad I didn't dillydally and wait to buy a boat until it was too late for that great experience. A friend reminded me a long time ago..."Life is not a dress rehearsal, you only go around once."

So if you want to come in and dream, you are welcome. I'll help you dream and when you are ready I'll help you fulfill your sailing dreams.

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14' Capri	22' Catalina (3)
14' O'Day Javelin	22' Santana
15' Coronado (3)	23' Newport
15' Windmill	23' Acquarius
16' Glen L	23' Ericson (2)
16' Snipe	23' Santana 2023
16' Wayfarer	24' Venture
16' Com-Pac (2)	24' J/24
16' Capri	24' Neptune
17' Venture	25' MacGregor (2)
17' Montgomery	25' Bayliner
17' American	25' Fox

TRAILERABLES WITHOUT TRAILERS

25' Lancer (2)	7' Cape Cod Frosty	11' Ace Row Boat
25' Santana 525 (2)	8' El Toro	15' Force 5
26' Balboa	8' Livingston	25' O'Day
26' MacGregor	9' Montgomery	
26' Luger		
27' Roberts		
27' Catalina		

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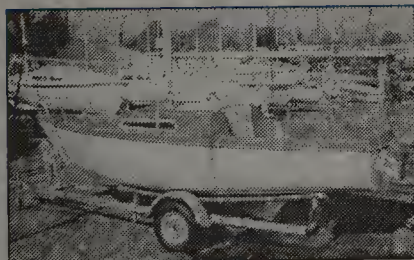
25' O'DAY	27' ROBERTS	30' ERICSON
25' FOX	27' CATALINA	



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With trailer. Shoal ballasted keel. Main and jib. 4 hp outboard motor. Excellent condition.

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VENTURE 17

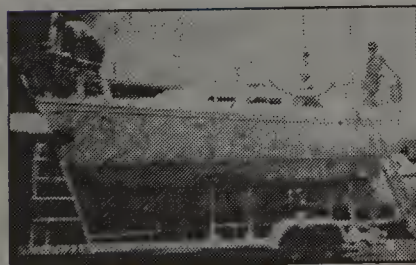
With trailer. Swing keel. Main, jib and genoa. 1969 but good condition.

\$1,995.



NEPTUNE 24, 1978.

With trailer. Shoal draft ballasted keel with dagger bond. Main, 2 jibs, 2 genoas. 6 hp outboard motor. Very good condition. Sleeps 6. Priced right for a quick sale at **\$6,950.**



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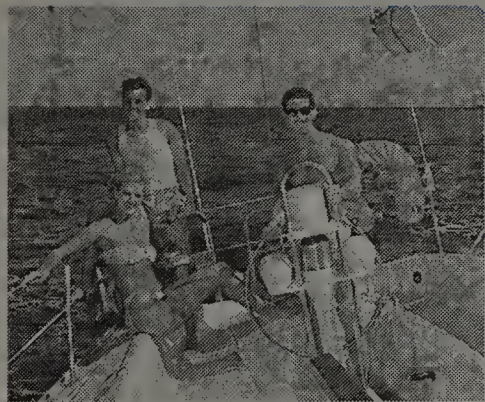
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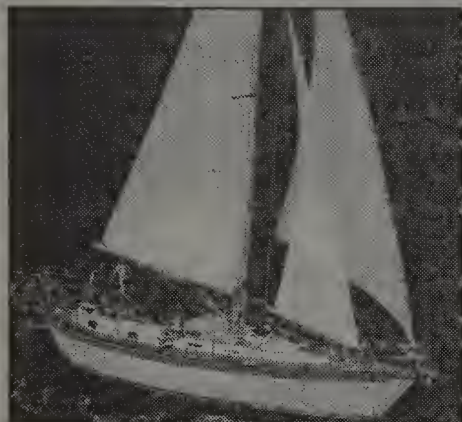
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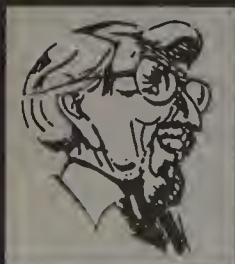
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LWL	32' 5"
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Draft	wing keel 5' 4"
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Ballast	wing keel 7,300 lb.
	fin keel 6,800 lb.
Approx. weight	wing keel 19,500 lb.
	fin keel 19,000 lb.
Engine	diesel 42 HP
Sail Area	standard rig

For the past 30 years **Catalina Yachts** has continually improved and updated its products. Their point of view has been to improve product instead of replacing the model. The results are better boats and better resale for our customers.

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Best of all today's boats still give what Catalina has been

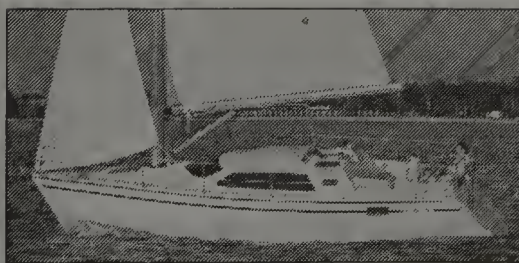
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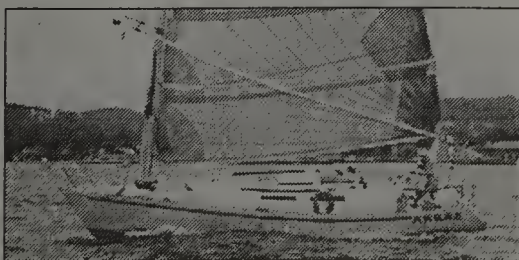
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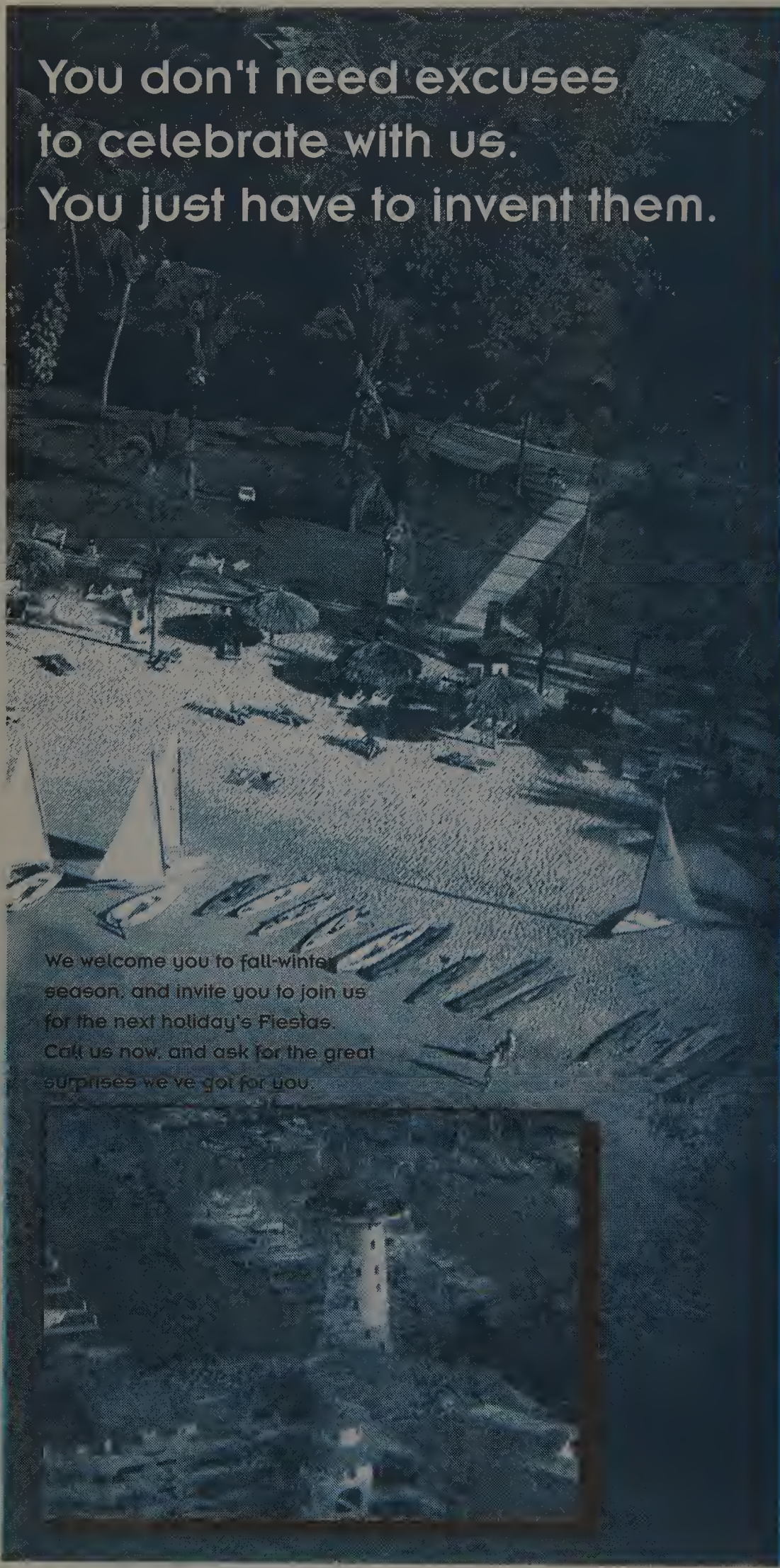
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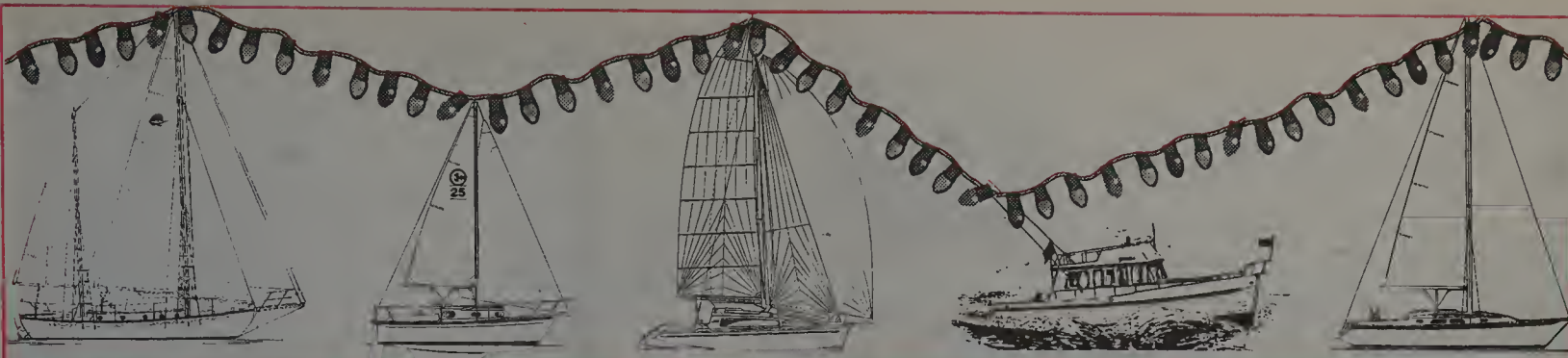
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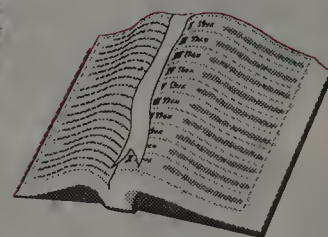
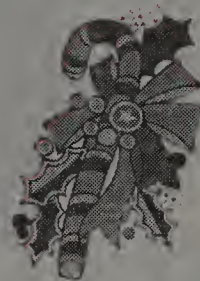
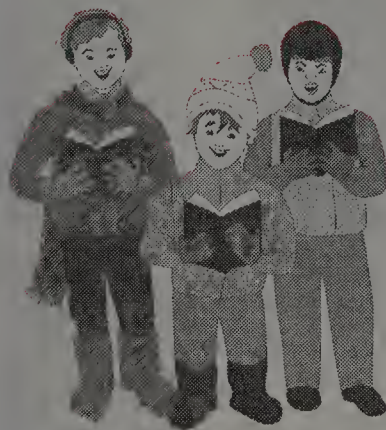
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CHRISTMAS STORIES



DATE: SATURDAY, DECEMBER 12

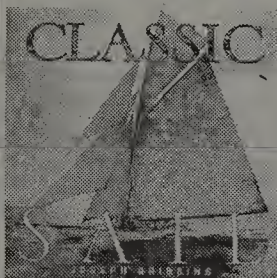
TIME: 6:00 PM

PLACE: SAN LEANDRO MARINA

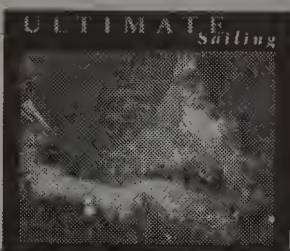
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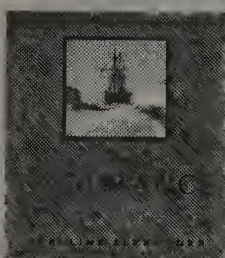


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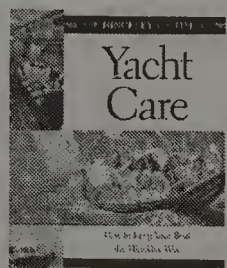
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Nonrace

Dec. 4 — "Building and Cruising a 45-Foot Ferrocement Ketch," a free slide-illustrated show by Eckart Schroeder at Stockdale Marine (Sacramento), 7:30 p.m. Info, (916) 332-0775.

Dec. 5 — Sail A Small Boat Day at Richmond YC, 11 a.m. to 4 p.m., co-sponsored by SBRA and RYC. Test drive about 15 different dinghies, meet class reps, and generally learn all about the Bay Area small boat scene. Bring a lifejacket (and spare clothes if you intend to tip over). Free and fun! Gail Yando, (510) 232-6310.

Dec. 5 — Lighted Boat Parade at Santa Cruz Yacht Harbor, 5:30 p.m. Info, (831) 475-6161.

Dec. 5 — 22nd Annual Lighted Boat Parade on the Oakland Estuary. Festivities begin around 3 p.m. in Jack London Square — tree lighting, live entertainment, food booths and, of course, pic's with Santa Claus. About 75 boats will participate in the parade. Info, (510) 208-4647.

Dec. 5-6 — Open House at DeWitt Studio and Gallery in Pt. Richmond, 10 a.m. to 5 p.m. Info, (510) 232-4291.

Dec. 12 — Lighted Boat Parade in the Petaluma Turning Basin, 6 p.m. Ken Warren, (707) 765-6750.

Dec. 12 — Lighted Boat Parade at Benicia Marina, 7:30 p.m. Info, (707) 745-2628.

Dec. 12 — International Folkboat Association annual meeting and dinner at Berkeley YC. George Davis, (707) 433-6321.

Dec. 12 — Lighted Boat Parade at San Leandro Marina, 6 p.m. Info, (800) 559-SAIL.

Dec. 12-13 — "Christmas at Sea," various festivities at the Hyde Street Pier, 2-4:30 p.m. RSVP, 561-6662.

Dec. 14 — Bermuda Cup on ESPN, 10 a.m. PST.

Dec. 14 — Pacific Cup YC General Meeting, 7:30 p.m. at Berkeley YC. Pat Lowther, (650) 967-4096.

Dec. 25 — Peace on earth; good will to men.

Dec. 26 — Whitbread Race Recap on ESPN, 2 p.m. PST.

Jan. 1 — Happy New Year! Plan ahead — just 365 days until the new millennium.

Jan. 9 & 10 — Blue Water Sailing, an all-day cruising seminar with circumnavigator/authors George Day, Beth Leonard and Alvah Simon. Program is offered in Sausalito on Saturday and in Alameda on Sunday. Details, (800) 626-4893.

Feb. 27 — Race Management Seminar at Golden Gate YC, 8:30 a.m. to 5 p.m.; \$15 fee includes lunch and handouts. A totally worthwhile program that all race committee members should attend! YRA, 771-9500.

Racing

Dec. 5 — Leg II of the Around Alone Race begins: Cape Town to Auckland. Check www.aroundalone.com for updates (four times a day), email from the skippers, photos and video clips.

Dec. 31, 1988 — Ten Years After, from a January 1989 *Racing Sheet* article titled "1988 Racing Honor Roll":

Sailor of the Year: No doubt about this one — John Kostecki. The 24-year-old North sailmaker had a great year, winning the Soling and J/24 World Championships and a silver medal in the Soling class at the Olympics.

Best Crew: Obviously, Will Baylis and Bob Billingham, who campaigned the Soling with Kostecki.

Grand Prix Boat of the Year: *Bravura*, Irv Loube's Farr One Ton. She didn't perform up to expectations in the Big Boat Series, but who cared after winning the Kenwood Cup overall and coming in second in the One Ton Worlds.

Low Tech Boat of the Year: Tough choice, but we'll go with *Pearl*, Bill Riley's hot Olson 25. This summer, *Pearl* won the Olson 25 Nationals again, the IMS II and Olson 25 championships, the IMS division of the Stone Cup, the Yankee Cup and much more.



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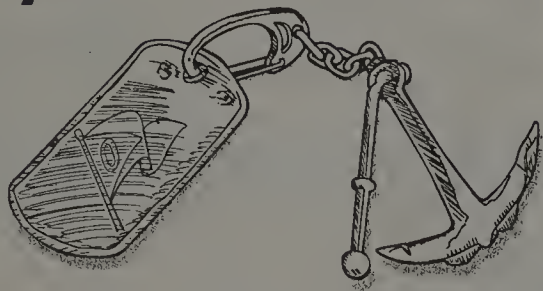
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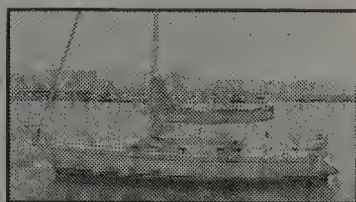
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40' J/40, '86, Elan Vital	Pending	26' J/80, '93, Hum	22,900
37' Express, 1987, Frequent Flyer ..	92,000	26' J/80, '93, Jim*	32,000
35' J/105, '92, Jest	Pending	24' Melges, '94, Yee Ha	28,000
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CALENDAR

Sled of the Year: Another slam-dunk — Pat Farrah's *Blondie*. She's the oldest, and still the best, of the SC 70s. This year, she broke course records in the Catalina Race and Santa Barbara to King Harbor Race; won the Cal Cup; LAYC Cabo Race; Ahmanson Cup, MEXORC and much more.

Best Junior Sailor: Morgan Larson, who along with Haley King and Brandon Paine won USYRU's Sears Cup, the highest junior sailing honor in the country.

Best Match Racer: Mark Rastello, who also won a USYRU championship, this one the Prince of Wales Bowl for match racing. Chris Perkins and Jim Barton crewed for Rastello.

Best College Sailing Team: Who else but the Anteaters of UC Irvine, who won the National Collegiate title on the Berkeley Circle.

Best Screw-Up: This one was close, but the nod goes to Peter Hogg, whose catamaran *Tainui* was torpedoed by a whale in the Windjammer's Race. A strong honorable mention goes to Bill Twist's R/P 47 *Blade Runner* for attacking a government buoy during the Big Boat Series.

Best Regatta: The One Ton Worlds, better even than the maxi-boat Big Boat Series, which was pretty great this year. St. Francis YC hosted the One Tons, easily the most international and fiercest grand prix racing contest ever held on the Bay.

Best New Regatta: There were so many to choose from — the World Corporate Games, Salem ProSail, the StFYC Swan Invitational, the 'new' Nimitz Regatta, etc. — but we'll pick the Volvo Regatta, which offered high octane racing for 150 boats in six one design fleets. Naturally, the fact that they gave the *Latitude* staff nifty race shirts had nothing to do with the way we voted.

Best Distance Race: MYCO's tenth annual Catalina Race, which attracted an unbelievable 127 boats this year. A perfect way to spend your Fourth of July vacation.

Worst Regatta: Another unanimous decision by our unbiased panel of experts — the 27th America's Cup, a pathetic excuse for a regatta.

Jan. 1 — Master Mariners New Year's Day Race & Chili Potluck at Corinthian YC. Peter English, 456-8355.

Jan. 18-23 — 12th Annual GMC Yukon/Yachting Key West Race Week, arguably the best regatta in the country. The glamour classes include IMS (about 20 boats), Farr 40s (20 boats), Mumm 30s (40 boats), 1D-35s (15 boats) and Melges 24s (50 boats). Premiere Racing, (781) 639-9545.

Jan. 23 — Three Bridge Fiasco. Kick off the '99 SSS racing season with this reverse PHRF start, any-direction rounding of Blackaller, Yerba Buena and Red Rock. Singlehanded or doublehanded, too. Decisions, decisions! Terry McKelvey, (510) 527-9433.



Jan. 27-30 — Miami Olympic Classes Regatta for the nine classes selected for the 2000 Olympics in Sydney (Europe, Finn, 470, Laser, 49er, Mistral, Soling, Star, Tornado). US Sailing, (401) 683-0800.

Feb. 12, 17-19 — 15th Biennial International Yacht Race to Puerto Vallarta, sponsored by the Del Rey YC. This promises to be the best Mexican race in years! DRYC, (310) 823-4664.

J/125 Wins Class I at Big Boat Series in West Coast Debut

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Since other classes shied away from the challenge, the hot new J/125 Javelin was placed in Class I Maxi for the '98 Big Boat Series. In a David vs. Goliath match-up, the J/125 was pitted against IMS Maxi champion Sayonara... and won! Congratulations to owner Pat Nolan and crew.

Five boats are already scheduled for West Coast delivery with the second Bay Area boat arriving in February. Spring delivery positions are still available for owners wanting to sail fast and win in 1999.

The J/125 is at our docks awaiting your test sail.



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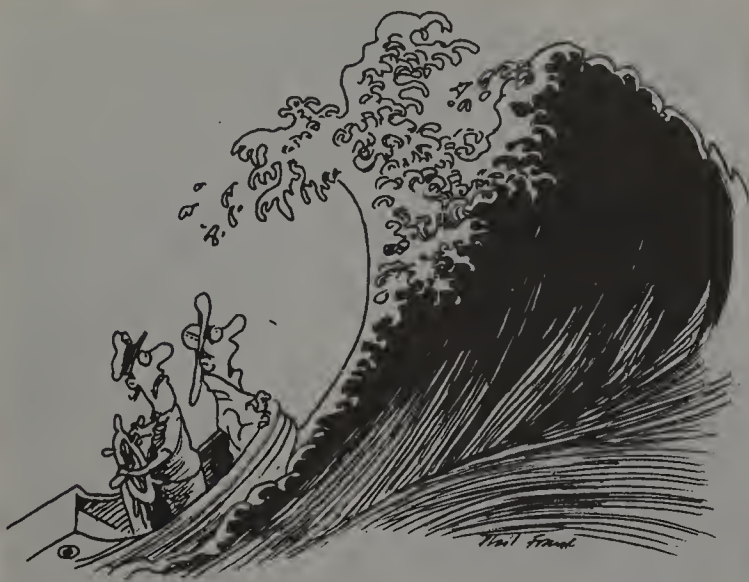
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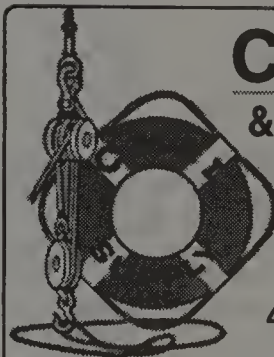
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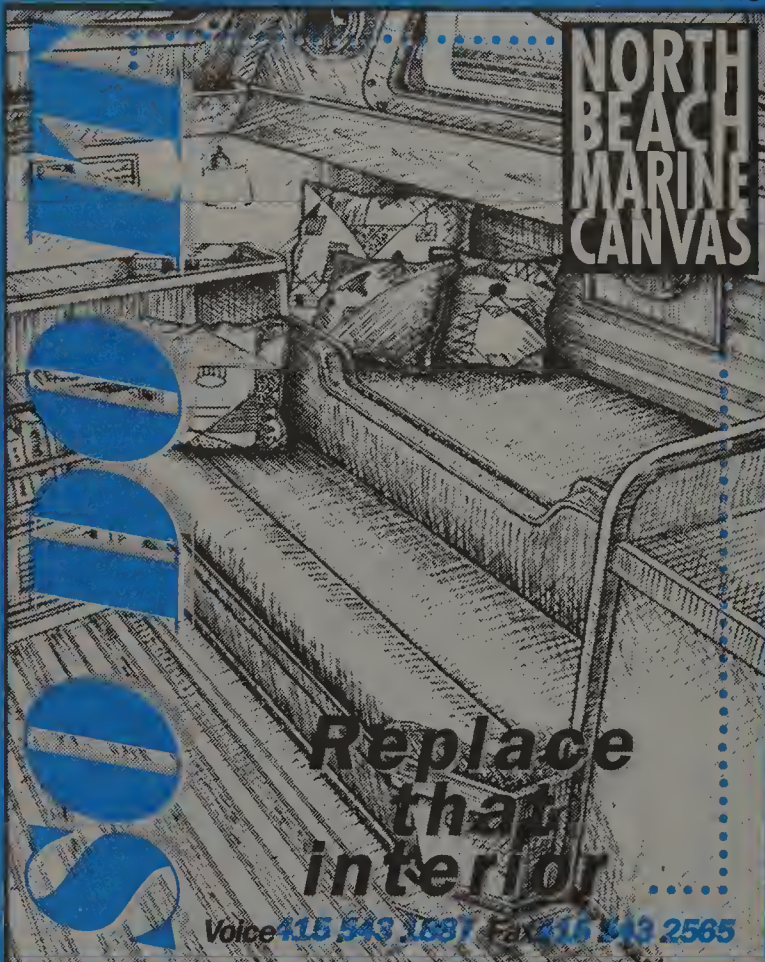
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★ ICOM ★

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M700 Pro SSB w/AT130. after fctry. rebate New \$1,395

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CALENDAR

Feb. 28-Mar. 4 — MEXORC, four days of low-key buoy racing off Puerto Vallarta. Frank Whitton, (619) 226-8033.

Mar. 3-7 — 58th Acura Southern Ocean Racing Conference (SORC) in Miami. Keith Taylor, (781) 837-8833.

May 8 — Tahiti Cup. Info, (925) 939-9885.

Midwinter Race Series

ALAMEDA YC — Estuary Midwinters: 12/13, 1/10, 2/14, 3/14. M.L. Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Almost every Sunday until 4/4. Paul Kamen, (510) 540-7968.

BERKELEY/METROPOLITAN YC — Midwinters: 12/12-13, 1/9-10, 2/13-14. Bobbi Tosse, (925) 939-9885.

CORINTHIAN YC — Midwinters '99: 1/16-17, 2/20-21. Rob Moore, 383-8200, ext. 109.

ENCINAL YC — Jack Frost Series: 12/19, 1/16, 2/20, 3/20. Lee Bergman, (650) 593-0405.

GOLDEN GATE YC — Seaweed Soup Perpetual: 12/5, 1/2, 2/6, 3/6. GGYC, 346-BOAT.

LAKE MERRITT SC — Robinson Memorial Midwinters: 12/12, 1/10, 2/13, 3/14. Duncan Carter, (925) 945-6223.

OAKLAND YC — Brunch Series: 1/3, 1/17, 2/7, 2/21, 3/7. Bob Donovan, (925) 934-7848.

RICHMOND YC — Small Boat Midwinters: 12/6, 1/3, 2/7, 3/7. RYC, (510) 237-2821.

SAN FRANCISCO YC — Fall Series: 12/19-20. SFYC, 789-5647.

SANTA CRUZ YC — Midwinters: 12/19 and others TBA. SCYC, (831) 425-0690.

SAUSALITO CC — Midwinters: 1/23, 2/27, 3/27. Deborah Leanos, 499-9676.

SAUSALITO YC — Midwinters: 12/6, 1/3, 2/7, 3/7. Ernie Lacey, 331-8203.

SOUTH BAY YRA — Winter Series: 12/12, 1/16, 2/13, 3/20. Michael Dixon, (510) 635-5878.

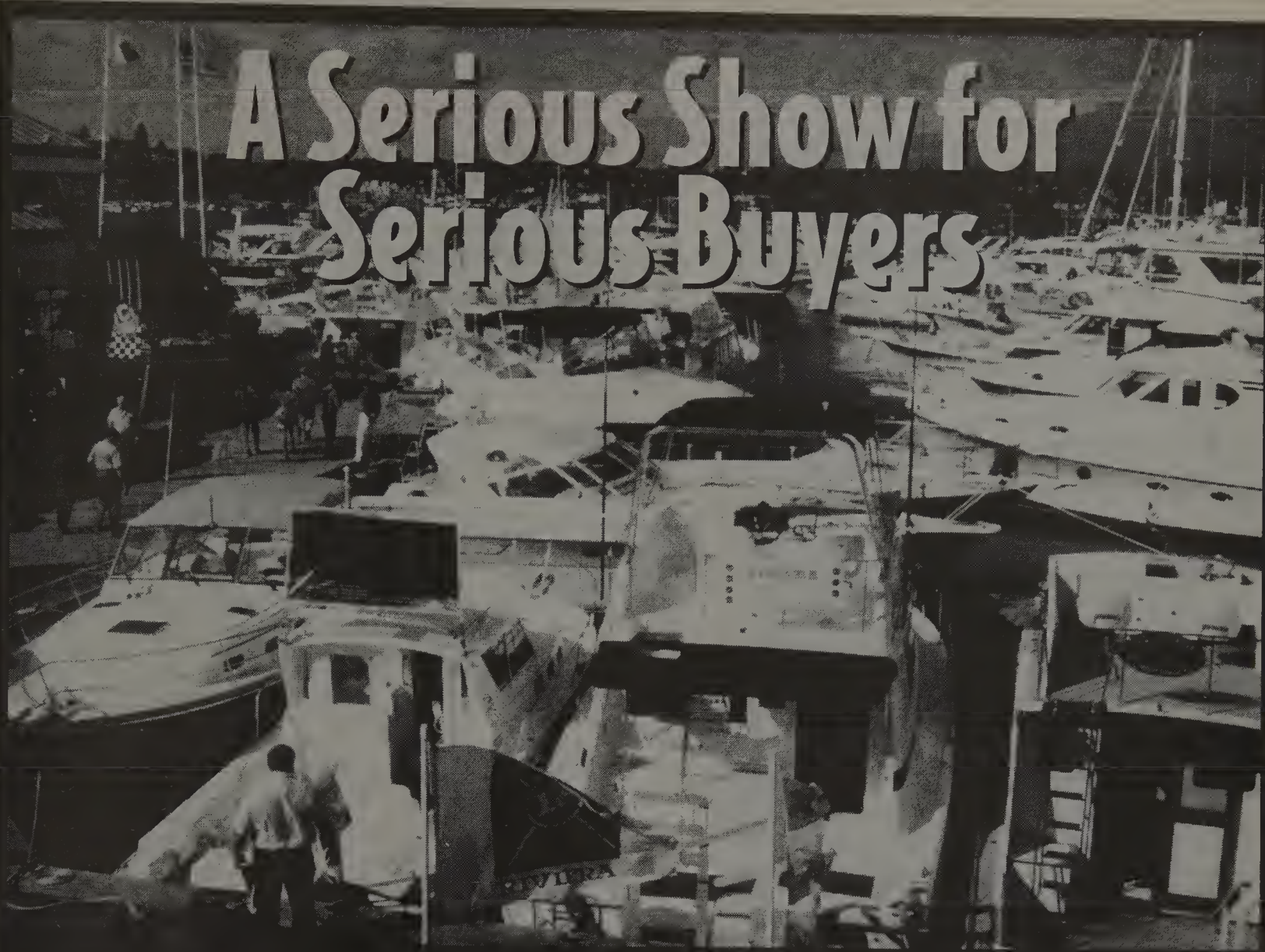
SOUTH BEACH YC — Winter Series: 12/12, 1/9, 2/13, 3/13. Mark Hecht, (650) 341-6449.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

December Weekend Currents

date/day	slack	max	slack	max
12/05Sat	0247	0502/2.8E	0815	1104/3.1F
	1352	1711/5.6E	2109	
12/06Sun		0014/4.4F	0340	0554/2.6E
	0912	1156/2.8F	1444	1801/5.1E
	2201			
12/12Sat	0229	0539/2.9F	0838	1138/3.0E
	1532	1827/2.3F	2105	2340/2.3E
12/13Sun	0319	0625/2.7F	0919	1224/3.3E
	1621	1921/2.6F	2205	
12/19Sat	0203	0409/2.2E	0722	1011/2.4F
	1257	1618/4.7E	2017	2316/3.5F
12/20Sun	0245	0451/2.2E	0800	1052/2.3F
	1334	1700/4.7E	2054	2355/3.5F
12/26Sat	0040	0350/3.3F	0711	0954/3.4E
	1349	1625/2.3F	1924	2208/3.1E
12/27Sun	0136	0444/3.2F	0758	1051/3.9E
	1451	1734/2.7F	2040	2310/2.9E

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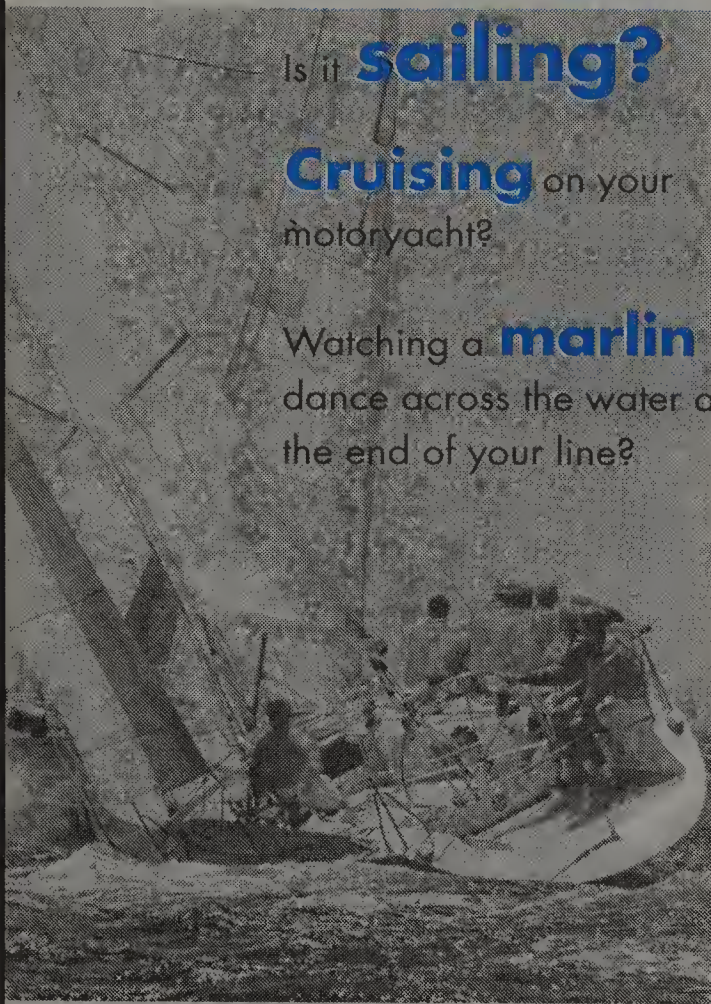
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Congressional Cup, Long Beach Yacht Club, 1996. Photo by Geri Conser.

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LETTERS

↑↓ I DON'T KNOW WHERE I GOT THE IDEA

The 1998 Baja Ha-Ha was a delightful experience for me and the crew of my boat, *Gypsy Dolphin*. This letter is intended to renew my thanks to the staff of *Latitude* and others who worked on and sponsored the event. The entry fee of \$139 was some of the best money I ever spent.

I would also like to share my perception of the event with the readers of *Latitude*, and to do so must share some personal history. I retired 18 months ago after 23 years as a judicial officer with the Alaska Court System. A very large percentage of the persons who appeared before me did so because of alcohol abuse. As a callow youth, I consumed more than my share of booze, but 15 years ago made the choice to quit drinking. I have no objection whatsoever, however, when others drink responsibly.

In the light of my background, I was mildly concerned that the Ha-Ha might just be an excuse for folks to engage in one long party — or worse. I don't know where I got that idea, but I am pleased to report that I was wrong! Right from the very start the Wanderer, this year's Grand Poobah, emphasized the importance of being responsible cruisers — especially since we would be visiting a foreign country. Almost without exception, the '98 Ha-Ha group took their cue from the Grand Poobah and behaved admirably.

When we reached Cabo San Lucas, I told the Grand Poobah that he'd set the tone for a good time for everyone, a tone I would describe as "genteel merriment." I had a great time, and I recommend the Ha-Ha '99 to anyone planning to head south a year from now.

Ethan Windahl
Gypsy Dolphin
Alaska

Ethan — We appreciate your comments because for whatever reason there's a certain percentage of folks who have the mistaken impression that the Ha-Ha is a two-week floating frat party. On the contrary, the aim of the Ha-Ha is G-rated fun and responsible cruising. To our way of thinking, this means having a safe trip to the Cape while making new friends, respecting nature, and respecting the people of Mexico.

The overwhelming majority of this year's group, we're happy to report, shared that vision. In fact, a number of participants told us they'd entered somewhat skeptically, ready to bail at the first sign of group buffoonery, but ultimately were delighted to be a part of the Ha-Ha. We think it's indicative of the fleet's priorities that there was free beer left over after both the West Marine-sponsored Kick-Off BBQ and Halloween Costume Party in San Diego, and at the Corona Beer-sponsored Awards Party in Cabo. That's what the Ha-Ha's all about; folks who are more interested in cruising than drinking.

Running the Ha-Ha involves a lot of responsibility, work and aggravation, and the Wanderer thought this one might be his last. But thanks to the priorities and cooperation of the folks in this and previous Ha-Ha's, he and the Baja Ha-Ha, Inc. have decided to do it again in '99. If you're into responsible and self-sufficient cruising, respecting nature and the people of Mexico — and perhaps a wild night in Squid Roe after it's all over — you're invited to join us. Whiners, polluters and irresponsible drinkers need not apply.

↑↓ SHOULD NOT HAVE BEEN REPACKED

I've a whale of a tale to tell you lads, but it's not a pretty one. I write this story not to complain or point fingers, but to offer some advice to all those who carry liferafts while crossing large bodies of water.

I sailed from Whitby, Ontario, out the St. Lawrence River/

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LETTERS

Seaway in July of '96 aboard my lovely old 35-ft wood S&S sloop *Inward Bound*. I intended to sail to Halifax, continue across to the Azores and Canary Islands, then circle back to the Caribbean. As fate would have it, I spent a delightful month on the Halifax waterfront in an unsuccessful attempt to find crew for the crossing. Unable to locate any takers, I headed for Mahone Bay — a little further west on Nova Scotia's very beautiful south shore — to gunkhole for a couple of months. There I was able to sign on two stalwarts looking for a trip to warmer climes. On the advice of the old salts in this area, we decided on a run to Bermuda at the end of October and then to continue on to the Caribbean — just as the renowned trading schooners had done in years gone by.

My preparations in Halifax included the purchase of a liferaft. I located a used Avon 6-person unit (serial #4396) and had it delivered to Sea Pro Services, Ltd. in Dartmouth, Nova Scotia, for inspection and, if satisfactory, servicing and repacking. The vendor agreed that I would purchase the liferaft only if the Avon dealer, after inspection, agreed that it was suitable for servicing and repacking. Sea Pro called to confirm that all was in order, and that they would proceed with the work. Exactly \$738.87 Canadian dollars later, I was in possession of what I thought was a reasonable 'security blanket' if the need arose.

Well, guess what? The need did — almost — arise. *Inward Bound* was knocked down in a gale 350 miles south of Mahone Bay. We ended up upside down in the Atlantic — which was very scary. But my boat soon righted herself, bless those 7,000 pounds of lead in the keel. We were half full of water, however, and there was other damage. The hatches and ports were smashed, the dinghy was gone, the dodger and a dorade were ripped off, the stanchions and lifelines were flattened, and there was other destruction. But we were alive.

In any event, we figured it was time to trigger the EPIRB and deploy the liferaft. Well, guess what? The EPIRB — which had been serviced by another company in Dartmouth — didn't function!

The second surprise was that we weren't actually sinking. I determined that the water hadn't risen in the cabin during the time it had taken to prepare for the deployment of the liferaft. The old adage, "always step *up* into a liferaft" filtered through the confusion in my wet and tense brain, so we suddenly became motivated bailers rather than the crew of a liferaft. The story goes on from here, but suffice it to say that we made it to Bermuda. After a couple of months of repairs, we were able to complete our trip to the British Virgins.

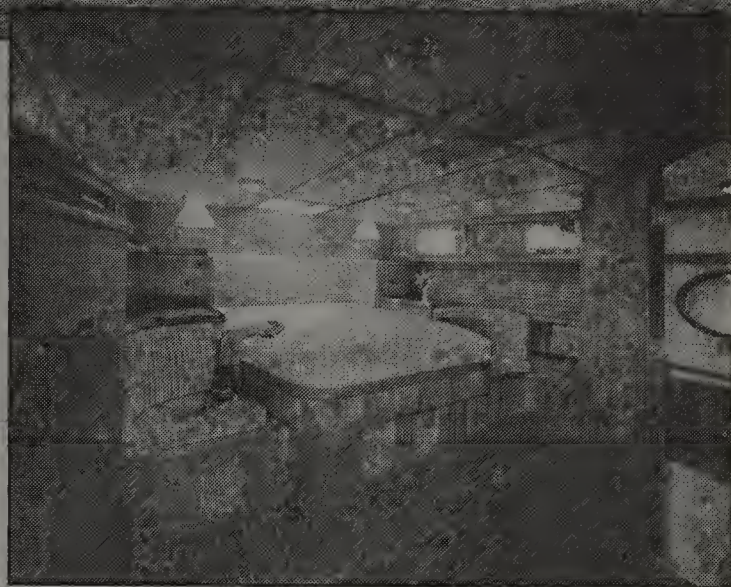
Now comes the *really* scary part! In October of '97, I took the liferaft to the Avon representative in Tortola for its annual reservicing — as per the certificate of service and testing issued by Sea Pro Services. Imagine my shock — followed by disbelief — when I was informed that the liferaft was "unusable and not worth repacking." The basic problems were that the main tubes were leaking, the patched-up orange cover was perforated in many places, the CO-2 cartridge was rusted and seized, and the electrical connections were corroded. In the opinion of the folks in Tortola, there was no way the liferaft could have been in serviceable condition when it was repacked for me in October of '96!

I made several calls to Sea Pro Services, but they weren't returned. Two letters — mailed and faxed — also elicited absolutely no response. Copies of the letters sent to Avon Inflatables, Ltd. in the United Kingdom resulted in a telephone call from the Avon rep in the United States. A quick check of the serial number led him to state that this liferaft should not have been repacked because it was too old and because of the material it had been made with. He told me that it was negligent for Sea

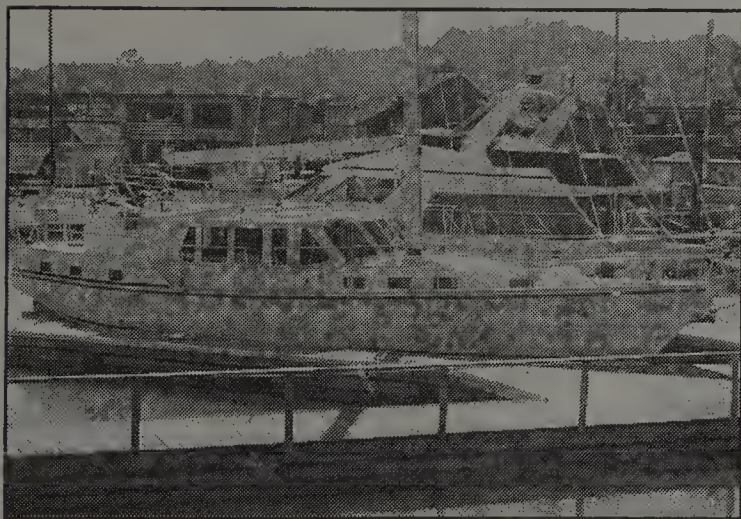
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Pro Services to have repacked it.

Hire a lawyer, you say? Did that. Sea Pro Services ignored all correspondence. I could have kept going with it, but how much money do you throw at 'getting satisfaction?' I decided the sailing community would be served better if I wrote this letter and offered the following advice based on my experience:

When it's time to service your liferaft, take an extra hour or two out of your life and be there during the process. Watch it inflate, see what's actually packed inside, ask the technicians if they are aware of any possible problems with your particular brand of raft, and get familiar with its deployment mechanism. But I don't suppose liferaft companies receive very many warranty claims — after all, you have to survive to make a claim.

In addition, test your EPIRB every couple of months. Mine was replaced, no questions asked, by the servicing agency. The liferaft problem, on the other hand, has not been resolved, but putting these words on paper makes me feel just a little better.

Inward Bound is on the hard for the winter of '98, the harsh reality of 'earning a crust' to continue the adventure.

Gary Magwood,
Madoc, Ontario, CAN

Gary — Yours is a really spooky tale. If all you say is true, we'd find a more aggressive lawyer. After all, other lives may be at risk.

As for your advice to be present when your liferaft is tested and repacked, we think it's excellent. The only problem is that it takes a couple of days to make sure the raft holds air to a certain pressure. If you could arrange to observe at the conclusion of that test, it would be perfect.

About 15 years ago, we toured Avon's then-repacking agent in Newport Beach. They showed us numerous ruined rafts that had been sent to them for repacking. The repacker repeatedly emphasized that most sailors don't properly protect their liferafts from the elements and rarely keep up with scheduled maintenance. It's a deadly combination to the raft — and anyone who might need to use it in an emergency. We have no way of knowing for sure, but it seems possible that your raft might have suffered significant deterioration shortly after your boat rolled.

↑↓A SPECIAL PLACE IN OUR HEARTS

I can't begin to tell you how overjoyed I was to see the photograph of the Ericson 30+ *Hellebore* that appeared on pages 110 and 111 of the October issue. The boat was built in 1984, and we were fortunate enough to own her from '92 until '96.

She was a truly wonderful boat — in fact, it's hard to imagine a better boat for the Bay. A fun boat that sailed great, she provided my family with countless hours of sailing pleasure — while being incredibly safe and seaworthy. To see her in this hallowed spot in your magazine was so great that it gave me goose bumps! As you saw, even the slight *faux pas* of dragging her fenders — the so-called 'Marina del Rey racing stripes' — did little to detract from her graceful lines.

We had to sell the Ericson in '96 because my wife — thank you, God — informed me that we needed a bigger boat. When we owned the Ericson, her name was *Queue Et tu*. Why? In '92, when I broached the possibility of buying a sailboat to my wife, she replied, "Sure, as long as it's the *QE 2*." Well, that was then and this is now, and we're currently fortunate enough to have a Caliber 40 LRC we call *Omega*.

But as I've said to many people, I could have sailed our Ericson *Queue Et tu* for the rest of my life on the Bay and been a very, very happy sailor. Thank you so much for providing those wonderful photographs that reminded us of her, as she'll always have a special place in our hearts.

P.S. In recognition of your job supremely well done, I have

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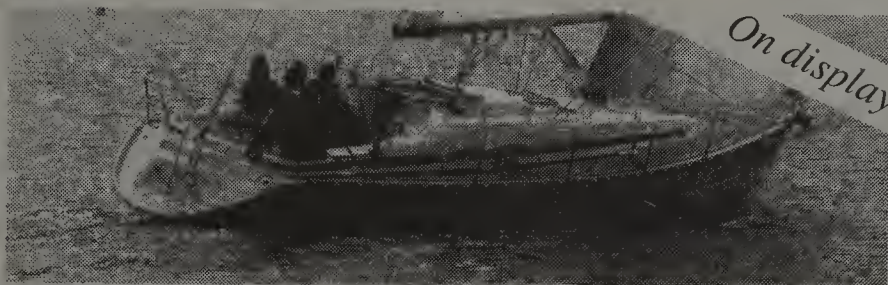
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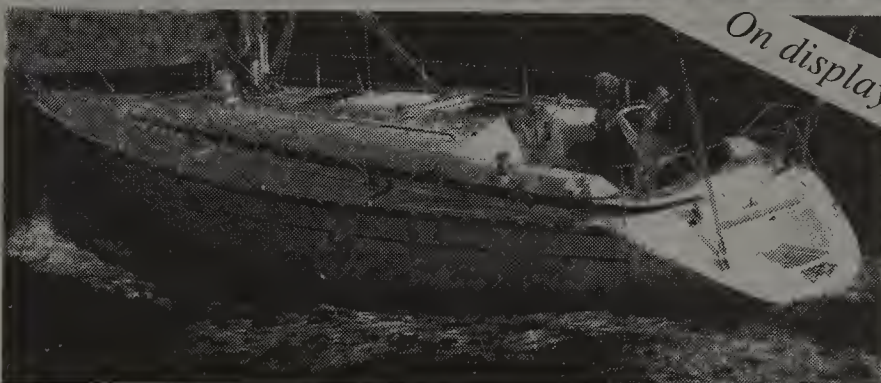
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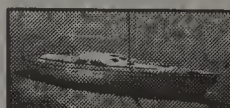
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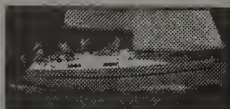


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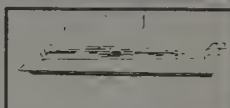
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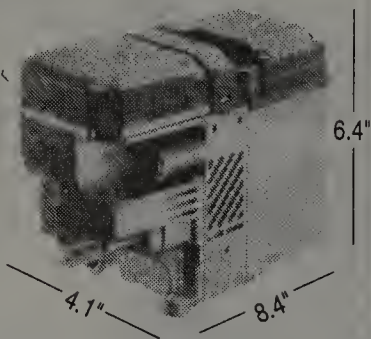
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LETTERS

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MISLEADING STATEMENTS

We at Lawrie's Boat Services in Queensland, Australia, have been advised by a number of people that a letter in your July '98 edition contained some incorrect and misleading statements about us. We've only recently been able to obtain a copy of the letter and would hope that in the interests of fairness and honesty that you'll print our side of the story.

Lawrie's Boat Services is a medium size boat maintenance facility at Mooloolaba, Queensland, Australia, and is located alongside Lawrie's Marina. There is no longer any connection between the two operations — although I originally built, owned and operated the marina from 1975 to 1989. It was the first marina ever built in Queensland. Whilst the marina was sold in '89, we retained the small boat maintenance complex — which was substantially upgraded and enlarged.

Charlie Miller was appointed manager of the marina in '84 and remained as manager until '96. During those years, many thousands of cruising boats — including a considerable number of overseas vessels — stayed at the marina and used the existing yard facilities. I doubt if there was a more highly-respected and liked marina manager on the east coast of Australia.

Charlie Miller had been operating the yard by arrangement whilst he was still manager of Lawrie's Marina, but in '96 he chose to resign from the marina and take on the position as full time manager of the yard.

The incident referred to in the letter by Rog and Debbie Cason of the Sausalito-based *Dreamer* was a forced entry into the U.S. based vessel *First Choice*. It was an unfortunate and isolated event. Whilst there was a spate of similar but minor incidents over a period of about six weeks during February and March of '88, they have totally ceased since then.

In any event, the inference that it was an 'inside job' was totally incorrect and malicious. The statement that the owners of *First Choice* didn't find out their vessel had been broken into, until after their return is incorrect. Indeed, the break-in was noticed on resumption of work after a weekend break, and the police were immediately notified. Their attendance also included personnel from their Crime Laboratory in Brisbane for finger printing purposes.

Charlie Miller went to considerable trouble to track down Bill Choice in the U.S.A to advise him of the entry, establish what valuables had been aboard and determine what was missing. A number of calls took place whilst the details were clarified. All the valuable items nominated by Bill Choice were found to still be aboard.

The statement that the "thieves were neat and didn't appear to be in a hurry as they left several beer cans on the table" is completely wrong, as the vessel was left in a substantial mess. After notifying Bill Choice of his intention, Charlie Miller personally went on to the vessel after the police had finished and cleaned it up so that Mr. and Mrs. Choice would not be so distressed when they returned in late March. There were no beer cans on the table either before or after the clean up.

When the Choices left their boat in Australia prior to returning to the States, they gave the combination of all their locks to Charlie Miller. This is normal procedure in order to allow emergency entry if necessary. Arrangements were also made for access to nominated tradesmen and others for work to be carried out during the Choice's absence. No agreement was made for Charlie Miller to personally provide access to these people. The



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LETTERS

principals of all companies with access to the vessel are well-known and trusted by the yard.

We also believe that a contact of Bill Choice's from Brisbane was aware of the combination.

The whole incident remains very mystifying to us, as most of the items taken were minor and of relatively little value. On the other hand, all of the expensive navigation, communication, sound, diving and other equipment — most of it highly visible — was not touched.

We have insurance for goods under our control, insurance that is — like most similar policies in this country — subject to our being negligent or in some way at fault. It was the opinion of our insurer that we had done nothing wrong. We are not aware of the circumstances that apply in the United States, but we do not believe that there is any yard or marina in this country that could accept unconditional liability for vessels or goods left in dry storage or in a marina — unless a premium was paid to cover additional insurance costs.

Again, we hope you will publish this letter in fairness to help offset the misleading and somewhat damaging inferences implied in the original letter from *Dreamer* published in July.

Interested in any advice on advertising if you have it.

Keith Lawrie

Managing Director, Lawmar Pty. Ltd.
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↑↓ALL FACTORS IN BALANCE

As so often is the case, Lee Helm was partly right and partly wrong — this time in her criticism of Marchaj.

Unless Marchaj has done other research on sail shapes beyond what he did in connection with Jeremy Howard-Williams (mentioned in his book *Small Boat Sails*) to discover the best sails for "third world conditions" and not the U.S., then Lee Helm was quite correct in questioning the advantage of the crab claw sail over the marconi sail. Furthermore, Howard-Williams, working from that data, concluded that the crab claw sail had an advantage of 25% reaching over a low tech marconi rig of the same size, but that the marconi sail had an advantage close-hauled and to a lesser extent downwind.

Hence, Lee Helm was quite correct to say that a high tech boat, able to take the high tensions needed to make optimal use of high tech sails, possibly could outsail a boat with a crab claw sail on almost every point — especially close-hauled.

But Lee Helm was off-the-wall in her interpretation of Marchaj's criticism of boats with high aspect ratio fins for keels and rudders. Marchaj never said that they were hard to steer, but rather that in survival storm conditions — such as the '79 Fastnet Race — the fins tend to stall out quicker than those on long keeled boats, requiring much more effort and concentration on the part of the helmsman to keep the boat under control. Furthermore, because the fins stall out so quickly, they often are of little use in preventing violent rolling, further fatiguing the crew.

Marchaj never considered whether the speed of the boat would have any effect on the stalling of the fins. But probably the faster a boat sails, the more resistant the fins would be to stalling — just like airplanes. That's probably why Whitbread racers can use high aspect fins and not stall out — despite sailing way south in continuous storms.

Finally, Marchaj has a good point when he says that the best boat designs for racing are not necessarily the best for other uses. In particular, boats built to beat the rules in IOR are rather unseaworthy in survival conditions. Well-built cruising boats need to: 1) Be seaworthy, which includes being well-made; 2) Be able to comfortably carry crew and sufficient supplies; 3) Be able to get into harbors that the crew wants to visit;

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LETTERS

and lastly, 4) Have high performance — nobody wants to sail like a slug. Daysailors, of course, have a different set of requirements, and so forth.

For some uses, the crab claw sail — or even something weirder — may be the best design available. Hull, keel and rudder shapes could also vary widely. I haven't seen Marchaj "go anti-performance in such a big way," in the words of Lee Helm, but rather put out the message that it's important to keep all factors in a proper balance.

Still, that crab clawed sailboat would probably still be a poor performer.

Karl W. Randolph
San Francisco

↑↓PANDA

My family owns the fishing vessel *Panda* that had been built in Aberdeen, Washington in 1939. She was in Moss Landing for several years before my father bought her in about 1968. The *Panda* is a well-built boat and quite a unique design.

If the Taylors want photos of what she looks like now, I'd be happy to send them some. I can be faxed at (541) 469-5316.

Kathy Lindley
PO Box 2766, Harbor, OR 97415

↑↓SUCCESS IS A REFLECTION OF YOUR ATTITUDE

Your readers might be able to learn from our experience importing an engine into Mexico.

Last December, we found ourselves in Bahia Tortugas — halfway up the Pacific coast of Baja — with an engine full of siphoned saltwater. Since quite a while passed between the time the saltwater got into the engine and the time we discovered it, the engine was ruined. Our only real option was to buy a rebuilt long block in San Diego and salvage the peripheral parts from the old engine.

Our good friends Tom and Jackie Keenan of *Halcyon* in San Diego bought a rebuilt Perkins 4-108 long block at Admiralty Marine, loaded it into their van, and then headed for Bahia Tortugas. Armed with copies of our vessel documentation and our 20 Year Import Permit, their mission came to a screeching halt at the border.

They encountered the following problems: 1) The owner named on the vessel documentation and Import Permit was not present. 2) We had no official documents substantiating the need for a 'replacement' engine. 3) Since the Import Permit indicated that the vessel needing an engine was 'sail' rather than 'auxiliary sail', the border officials took it as proof that the boat didn't need an engine.

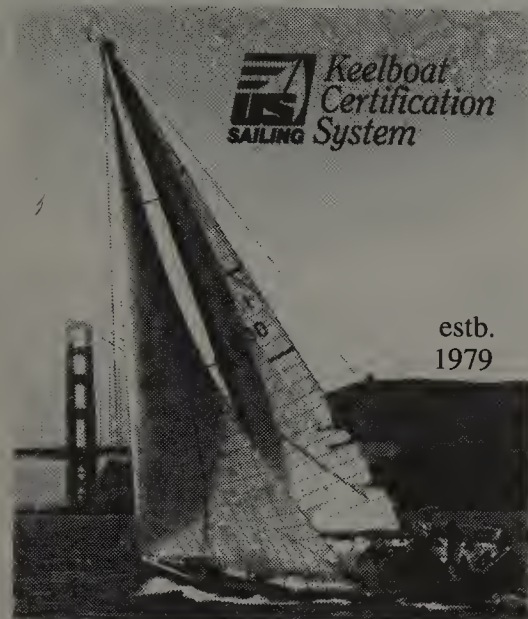
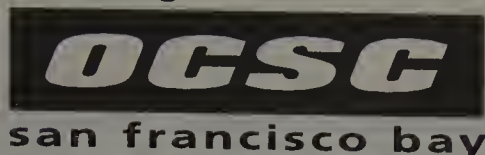
While remaining in Bahia Tortugas, we were actually able to rectify this situation — with a lot of help from friends and a little luck. Fortunately, my wife's mother had our power-of-attorney in San Diego. She had to go to Mexican Customs, where the paper made it as if we were there.

Since Bahia Tortugas has no Port Captain, we went to the *Delegada* — sort of the county mayor — and requested substantiation of our need for an engine. We had met the woman previously on a social occasion and she was aware of our problem. She was happy to write a letter on official letterhead explaining that we did have an engine in our boat and that it needed replacing. We immediately faxed the letter north.

All of these things together — along with the persistence of Tom, Jackie, and my mother-in-law, who were willing to spend hours at Customs — finally paid off. Tom was finally able to bring the block across the border, and spent the next week with me working on installing the new engine. We installed it in record time.

Customs policies seem to vary depending on the time and

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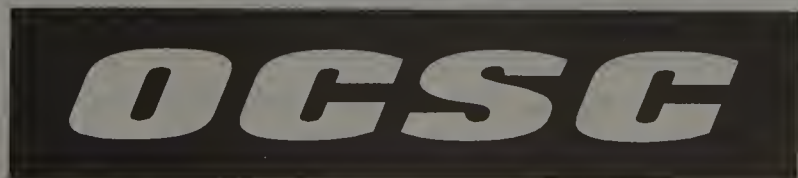
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LETTERS

place — and even more significantly with the official. In the past, we've been able to import items for our boat, no questions asked, as soon as we presented the 20-Year Import Permit. The way we see it, when dealing with Mexican Customs you just have to hope for the best and prepare for the worst — and even more importantly, be patient and courteous. Often the level of your success is a reflection of your attitude.

Bruce Smith
Argonauta, Yorktown 39
San Diego

Bruce — Your "hope for the best and prepare for the worst, and above all, be patient and courteous" formula may not always work, but it's giving it the best shot. By the way, you didn't mention Option B, which would have been to sail the 360 miles back north to San Diego. In retrospect, wouldn't that have been a better way to go?

THE MEANING OF LIFE

Yet more on Donald Crowhurst.

In last month's *Letters*, Richard Mainland recommended a fictionalized account of the tragic voyage of Donald Crowhurst. *Latitude* readers may also be interested in two books for wintertime reading that provide a factual account of the incident which occurred in 1968 during the first nonstop solo around the world race.

The Strange Last Voyage of Donald Crowhurst by Nicholas Tomalin & Ron Hall (1995, International Marine) is based on the actual ship's logs. They were, of course, written by Donald Crowhurst as he began his descent into manic psychosis after realizing that he would not be able to continue his ill-planned and ill-fated solo circumnavigation. The book provides an excellent accounting not only of Crowhurst's personal voyage into madness, but also of the impact that the media and race promoters had in creating an environment in which untested and unprepared sailors rushed off to meet race deadlines.

For those with a psychological bent, Crowhurst's megalomaniacal state of mind was analyzed in the chapter titled *The Seduction of Madness* by Edward M. Podvoll, M.D. While this book is primarily about the psychotic mind, this chapter details the formative events in Crowhurst's life leading to his eventual breakdown.

It's also interesting to note that Crowhurst was not the only sailor during the 1968 race to suffer from 'different' thinking. Bernard Moitessier, sailing the steel ketch *Joshua*, was nearly the winner of the race — an honor awarded to Robin Knox-Johnston — except for the fact that, after having passed the three great capes in his eastward voyage around the world, he decided against turning north towards the finish line in England. Instead, he continued on a second circumnavigation, not stopping until he reached Tahiti. Considering that he decided to keep living in Tahiti, perhaps he wasn't so mad after all.

Moitessier's memoir, *Tamamta and the Alliance* (1995 Sheridan House), details his sailing adventures and experiences in Asia. Here's a sample quote from Moitessier's book: "I believe our purpose in life is to participate in creating the world. Each of us according to our sail surface, our draft, our tonnage, our ability to point up, to heave-to, to bear the weight of breaking waves while running before the wind".

Thanks for letting us know about the upcoming Berkeley Rep play *Ravenshead* based on Crowhurst scheduled for March 1999.

Larry Rota
Spirit, Olson 30
Santa Cruz

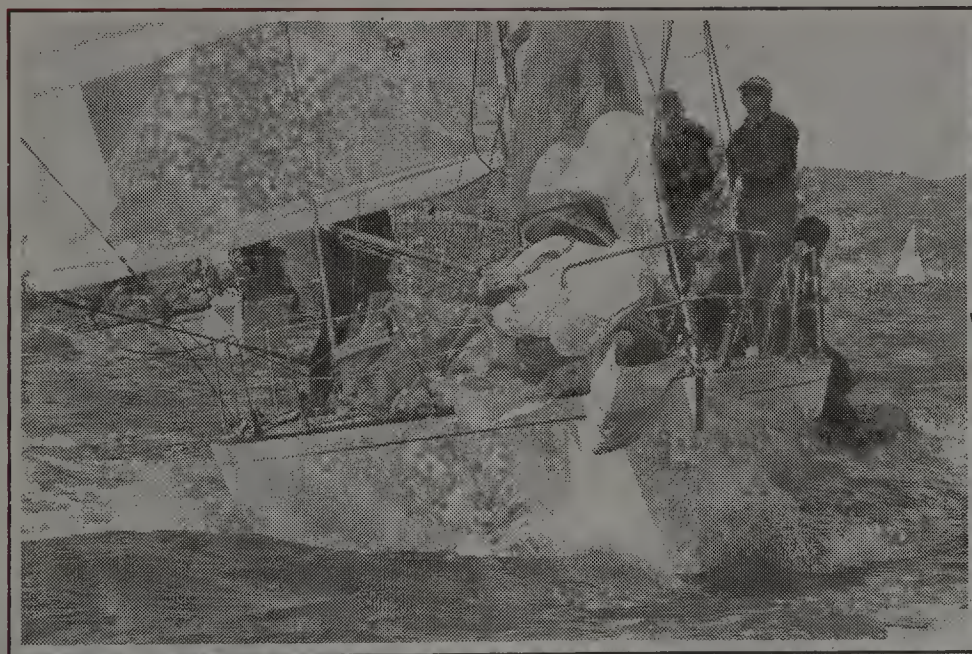


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LETTERS

MONOHULL BIGOTRY

Intense lower back and leg pain for the last six months has kept me from reading the monthly issues of *Latitude*. Better able to concentrate now, I've started reading my tall stack of saved back issues.

Latitude always has lots of great information, but I was very surprised when I read the Doublehanded Farallones Race account in the May '98 issue. The article claims the F-31 trimaran *Babylon Rocker*, the winner of this year's Doublehanded Farallones Race, was the first multihull to ever win overall honors in that event. The article also claimed that it is a "fundamental error" to score multihulls and monohulls together under the PHRF rule. To quote the article, "It's apples and oranges. You can't handicap multihulls and monohulls together in any meaningful way." Further, "No one has ever paid much attention to this issue because multihulls have historically finished way down the list."

The first claim is historically false. In the record-setting reach-race of '92, my trimaran *Sundowner* — with Wayne Kipp and myself holding on — sailed the course in 4.5 hours and corrected out first overall in a fleet of 180 boats. David Hodges, the perennial winner of the Doublehanded Farallones, did not sail the Moore 24 *Adios* that year — so a multihull "stealing" honors from him was not made into the big deal as it was with this year's race and article on the race.

I've known Hodges since he was a teen at the Island YC, and he's a great racing sailor and a good sportsman. It is typical of Dave's laid-back approach to be most interested in figuring out where he lost the 2.5 minutes that dropped him to second place in this year's Doublehanded Farallones. Hodges has raced to the Farallones enough to know the 'rules of the game'. In the '90 Doublehanded Farallones, for example, Hodges knew that my *Sundowner* came in second overall, losing to his *Adios* by less than two minutes. The 40-knot winds and thick fog bank at Point Bonita turned half the fleet back — including some of the 'hot' boats. This allowed *Sundowner* to finish first on elapsed time and correct out second.

Further, the claim that a 'fundamental error' was made by scoring "apples and oranges" with PHRF numbers is 1) Irrelevant; and 2) Just another instance of the fuzzy philosophy of 'monohull bigotry'.

I was one of the founding members of the Bay Area Multihull Association back in '78 and its commodore for three years when Paul Mazza instituted the Doublehanded Farallones Race in 1979 under the BAMA banner. From the very beginning, the Double-handed Farallones Race 'rules of the game' allowed monohulls and multihulls to compete equally for the overall corrected time honors. Mazza had competed in the Singlehanded Farallones Race with his Tremelino trimaran, and used the rules of that race as the model for the rules of the Doublehanded Farallones.

The Singlehanded Farallones Race is run by the Singlehanded Sailing Society, which has been very welcoming to all sorts of sailboats. In its 21-year history, SSS has allowed monohulls and multihulls to compete equally for overall corrected honors in the suite of races it sponsors every year. I should know, because I raced *Sundowner* with the SSS for 16 years — and had the privilege of serving as the club secretary for six of those years.

Thanks to using a new set of mylar racing sails — including a roller furling gennie — *Sundowner* won overall corrected time honors in the '92 and '93 seasons. (My furler was the only one in the SSS fleet at the time, and made a tremendous difference when racing singlehanded.)

Concerning PHRF numbers, I have always been baffled by the claim that all the various sorts of monohulls — apples, or-

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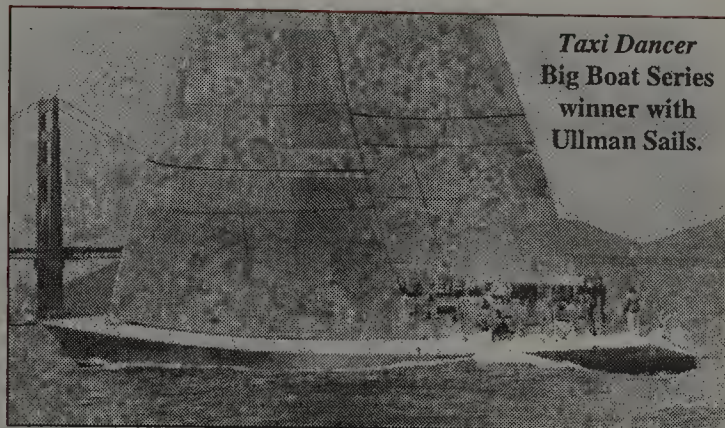
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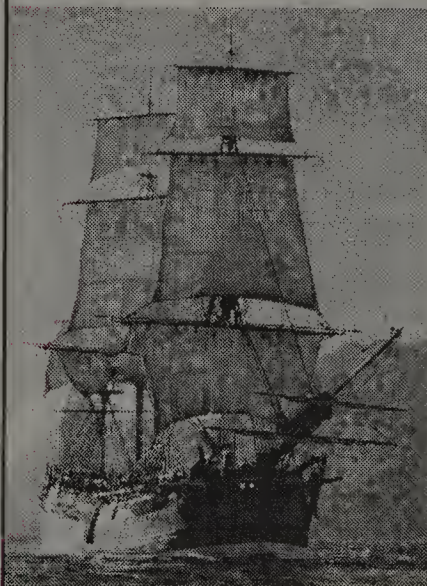
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LETTERS

anges, pears, grapefruits, etc. — can be successfully handled by PHRF, but multihulls inherently can't. It's 'white' versus 'black' bigotry, plain and simple.

I thank my lucky stars that I didn't listen to the cry of 'monohull bigotry' when I chose to build *Sundowner* 25 years ago. The past 20 years of sailing *Sundowner* have been a great joy, and she has never betrayed my trust. I can't imagine ever having as much fun sailing a monohull as I have had racing, daysailing and cruising *Sundowner*. Although I've hardly been able to walk these last 6 months, I've still been able to aggressively daysail *Sundowner* singlehandedly every weekend this past summer on the Bay and ocean. What a sailboat!

Sundowner retired from racing last year. She is very grateful for the opportunities to know her capabilities provided by the SSS's races, the Doublehanded Farallones Race, the Doublehanded Lightship Race, and the Silver Eagle Race. The 80 pickle dishes were nice, but not the reason for racing.

Sundowner and I are grateful to old friends for the good times. Next summer will be *Sundowner's* 20th — and last — year of daysailing the Bay. She has been very anxious to retrace her '81-'83 cruise to the Caribbean, this time open-endedly. And I've promised Wiley and Carol Stagg, the creators of the Silver Eagle Race, that I'd visit them in La Paz for Christmas '99.

By the way, BAMA's Multihull Performance Handicap Racing Formula numbers are not just pulled out of thin air, as we are very serious about having valid numbers. We intentionally over handicap our multis with respect to monohull numbers to avoid making it too easy for us to correct out ahead of the monos. It is true, however, that exceptional conditions — such as reach-race races — do favor the multis given the present lack of factoring in boat polars and real-time race conditions. However, *Sundowner's* handicap wins with the SSS in '92 and '93 had nothing to do with handicaps, and everything to do with roller furling jibs. Check with Joe Siudzinski for a lesson in diligent handicapping. Over the years, I've continually listened to the monos complain about their PHRF numbers, so maybe their handicappers could learn a lesson or two from Joe.

Joe Therriault

Sundowner

Marina Bay, Richmond

Joe — Our apologies for incorrectly reporting that Babylon Rocker was the first multihull to ever correct out first overall in the Doublehanded Farallones Race. As you stated, you and Wayne Kipp indeed sailed your *Sundowner* to overall victory in the '92 event.

As Latitude owns both an Olson 30 monohull and a Surfin' 63 catamaran, we'd like to think that we can be relatively immune from accusations of "bigotry" on monohull versus multihull issues. While respecting opposing opinions, it's our view that it's all but impossible to put monohulls and multihulls together and come up with some meaningful winner. The boats are just too different. In fact, we're hard-pressed to think of a major race where it's ever been attempted.

↑↓ IDYLIC WEATHER AND GREAT FRIENDS

Best wishes to the Wanderer, the Baja Ha-Ha V and the Cruising Class of '99! We had a blast doing the Ha-Ha last year — and look forward to joining you again on a massive outbound trek in '99 or '00.

After leaving Cabo for Mazatlan, Isla Isabella, La Cruz and Puerto Vallarta for the Christmas layover, I changed crew and continued south to Z-town. Linda, my best friend and partner, had not had sufficient time to emotionally or vocationally prepare herself for cruising through the Canal and beyond, so we turned around at Z-town and headed back north via Mazatlan



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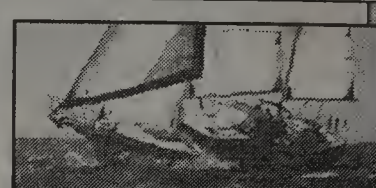
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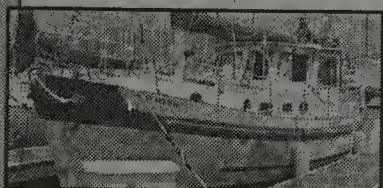
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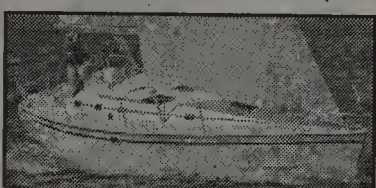
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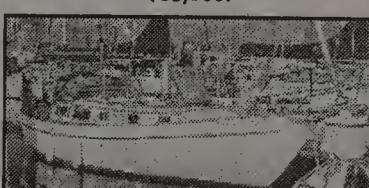
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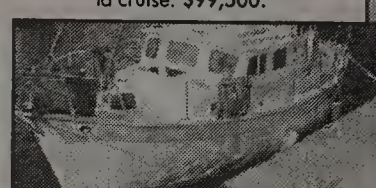
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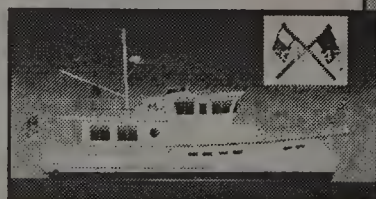
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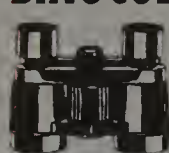


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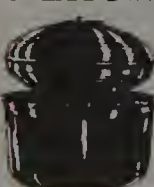
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LETTERS

and Baja. After more than six months of rather idyllic weather, good friends, interesting harbors, fun marinas, boat work and great times on our shakedown cruise, we had the only 'rough' weather of our trip: slogging north along the Baja coast early in May.

My *Tally Ho* is now dried out, her equipment has been repaired as required, and we've been enjoying many weekends at various Catalina anchorages to remind us of the great cruising times we've had in the past year. I've decided to work for another year or two while doing lengthy coastal cruises for R&R, while Linda is getting ready for the big leap of faith — so we'll be taking off cruising again before the millennium. Trips to the Annapolis Boat Show, Ft. Lauderdale plus Sail Expo (while home for a week in April), Long Beach and the upcoming Seattle In-The-Water Show may encourage us to change boats for the next cruise.

P.S. Thanks for making *Latitude* so great; it's enjoyed as much here in Corona del Mar as anywhere its read. The November pieces on *It's The Little Things That Get You* and the sailing destinations south of Puerto Vallarta were spot on!

Carl Mischka
Tally Ho, Nauticat 43
Newport Beach

Carl — For lots of folks, a short cruise followed by a little more work and then a long cruise is the ideal. The short first cruise helps you get acclimated to a new lifestyle and helps you decide what kind of boat and gear you really need.

WE DON'T KNOW WHERE TO START

Great rag, love the humor, blah, blah, blah.

Now for something serious. What books do you recommend for maintaining a boat? Here's our story. We had a great 25-ft sailboat that was virtually maintenance free and because it had few moving parts, easy to figure out. Well, we got cocky and bought a 32-footer that hadn't been kept up very well, and there are so many moving parts that we don't know where to start. Secondly, so far we've made all kinds of stupid mistakes. We've already looked in the standard books such as *Chapmans*, but they're so superficial that they don't address our concerns.

We're specifically looking for information on diesel engines, wheel maintenance, and rigging information for things like the roller furling, tuning, and hydraulic backstay adjuster.

Chelsea N. Day
Northern California

Chelsea — If you want to know everything — including the theory — behind boats, gear and equipment, the best book by a large margin is Steve and Linda Daschew's monumental *Offshore Cruising Encyclopedia*. The very readable opus is 1,232 pages long and has 2,500 photographs and illustrations. Only available by direct mail, it can be ordered by calling (800) 421-3819. It comes with a money back guarantee, too.

If you're looking for a lighter book, try the *Boatowner's Mechanical and Electrical Manual* by Nigel Calder. It's available at most places that sell marine books.

But based on the specific problems you've described, we'd also suggest that you consult with a qualified diesel mechanic and an experienced rigger to check over and explain your propulsion system, your rig and your steering. Once you get things set up right, it will only take a little maintenance to keep them in top shape.

WE PLAN TO CRUISE WITH OUR DOG

A few months back someone inquired about any problems they might have taking their dog through the Panama Canal,

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LETTERS

but I don't recall ever seeing a response. I'm growing concerned as my husband and I plan to retire next year and cruise with Ajax, our four-year-old Schipperkee.

I understand there are some strict quarantine laws imposed by the United Kingdom. Does this include all areas such as the British Virgin Islands? Does anyone know of any literature on cruising with a dog? I would love to hear from anyone who would care to share their experience of traveling with their pet and any problems encountered.

The State of California Veterinary Services (1-916-857-6170) provides current information on the regulations of other countries, however they didn't have any info on Panama. They did mention that Costa Rica requires a health certificate that must have state as well as consulate endorsement showing current rabies and distemper vaccinations — although no quarantine is imposed. According to the state office, so many changes are made that the information quickly becomes obsolete.

Linda Jurczyk
Catmandu, Beneteau 40 CC
Martinez

Linda — Wendy Ballard, who publishes *Doggone*, a Vero Beach newsletter for folks who like to travel with their dogs, suggested trying: www.aphis.usda.gov/vs/ikreg_txt/table.html. It's a great site, but unfortunately only for those interested in importing things like goats and cows and embryos and semen. Nothing is mentioned about dogs and cats.

So we're putting out a second call to anyone who has recent firsthand information on cruising with dogs. In any event, we don't believe you'd have any problem getting Ajax through the Panama Canal.

↑↓WHAT'S WRONG WITH NAIL TRIMMERS?

I'd like to respond to Mark Krajcar's letter concerning Patrick Wheeler's "rantings" against the declawing of cats. I'm glad the issue came up because it might save the lives of a few kitties.

Since Krajcar — who is in favor of declawing — "can't attest to the exact procedure," I'd be happy to enlighten him. Picture having your fingers reduced to the second knuckle! Yup, that's about it! And the pain after the surgery is as you would expect if your fingers were cut off to the second knuckle.

As far as Krajcar's other comments about claws, he obviously doesn't know what they're for — but then neither do a lot of folks. Not only are claws a defense against other predators — cats included — they allow cats to climb.

Having lived on a sailboat with Chester, my big black cat, I can confirm that cats need claws. If Chester didn't have claws when the raccoon chased him into the water, I doubt he'd be here today. And having watched my declawed cat try to climb/claw to the top of the cat tree (yes, we're on a regular houseboat now) to escape my other nine cats with claws, and slip — I can tell you that it's humiliating.

In addition, cat claws have scent glands in them and cats use them to 'mark' their territory. Even after being declawed they still try to mark in the normal manner, but obviously can't. Lucky Krajcar's cat is a female, because they are less likely to use other methods of marking — such as spraying, which is a lot more aggravating to deal with than shredded upholstery.

As far as the cat being painful to roughhouse with, what's wrong with nail trimmers? They're simple to use and cost all of \$5.

I volunteer at the San Francisco Society for the Prevention of Cruelty to Animals — which explains my 10 cats — and we're trying to get more people educated about declawing so more cats don't end up like Krajcar's Suki or my Norton. In fact, the declawing question is part of a questionnaire we require folks



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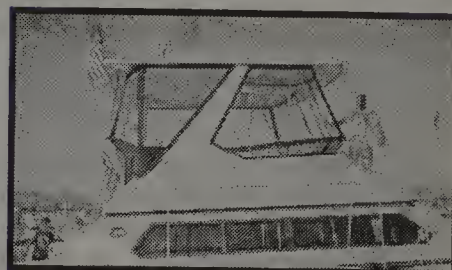
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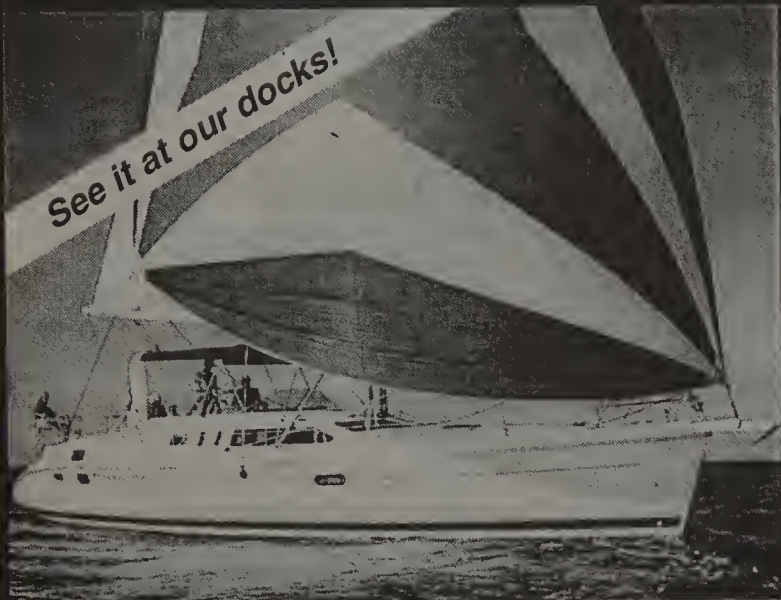
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LETTERS

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Shelli Hamblin

formerly *Kismet*, now *Chester's Digs*
Sausalito

THE MORRELLI & MELVIN TEAM

In your last edition you mention that Steve Fossett is having a new multihull built for The Race. You credit Gino Morrelli as the designer of the boat. The actual designer of the boat is Morrelli & Melvin Design & Engineering — aka 'Morrelli & Melvin'. Please give credit to the design team in future press.

Pete Melvin
Newport Beach

Readers — Our apologies for the boo-boo. Gino and Pete, who pretty much do equal amounts of design and engineering, have been partners since 1991. Melvin, by the way, is the current world champ in Class A (18-foot) catamarans.

The following are some of Morrelli & Melvin's sailing projects nearing fruition: Guy Bunting of Vista just launched a beautiful M&M 46 cruising cat, and should be getting his sails next week. Steve Fossett's gigantic 110-foot racing catamaran is slated to be launched in New Zealand around Christmas. The Dardens of Tiburon have a M&M 52 approaching launch in New Zealand early next year, and there's another M&M 52 nearing completion in South Carolina.

DAMN YOUR EYES

At the risk of sounding like a shrill 'me-too' bore, I wanted to add a comment to one of the letters you replied to in the October issue concerning racers who don't give any hint of their intentions.

One race day — Wednesday — in Dana Point Harbor, I put out of the harbor on a shakedown sail to test some new rigging. The race course, as far as I could judge — I'm a cruiser, not a racer — is usually set in a west-northwest/east-southeast line, I suppose in order to be square to the prevailing wind. Most of the time the racers keep well off the coast, although now and then some will come very close and cross the harbor entrance — just outside of the lobster pot floats. This can be a problem, because you have to cross their course to leave the harbor.

On this particular Wednesday, I was on a starboard tack heading southwest, while a racing boat was coming at me close-hauled on a port tack. As any seaman would, I assumed that I had the right-of-way and kept my course and speed constant. Nevertheless, the racing boat kept closing on me, showing no hint of falling off to avoid me. She closed to within 30 feet, her helmsman staring me right in the eyes, before I came to the conclusion that they weren't going to fall off. The helmsman of the racing boat did not want to fall off even a tiny bit to avoid me because that would have slowed his boat down.

When they got to within 20 feet, I did a panic jibe — into the wind, as I still expected him to fall off — hoping my stern would clear his bow. When I did so, the half-dozen people in the racing boat screamed "Port! Port!" — meaning they knew that I had the right-of-way — and called me foul names no family magazine would wish to print. Just what the bloody hell else did they expect me to do?! The racing boat cleared my *Myste* by six or seven feet.

Such behavior on the part of this racer was unseamanlike in the extreme, and the helmsman deserves to be flogged around the fleet. It would have cost him so little time to fall off a bit and pass me port to port. My life and my vessel are worth more than a thousand trophies this racer may have coveted. And if the

OPPORTUNITIES

own a charter yacht on San Francisco Bay or in Marina del Rey

How would you like to own a new sailing yacht or trawler and use charter income and tax savings to help pay for it? Club Nautique's new Coyote Point and Marina del Rey locations are going to provide that opportunity for 12 new boat owners at each location this fall — just in time for last minute '98 tax planning.

Charter yacht ownership is not for everyone, but if you fit the profile, it can be a terrific way to own a new sailboat (or trawler). To determine if it can work for you, answer the following questions:

- Would you like to own a new sailboat (or trawler)?
- Do you have limited time to use a boat (at least for the next few years)?
- Are you willing to have your boat chartered to qualified skippers when you're not using it?
- Could you use some income tax relief?

If you answered "yes" to all four questions, charter boat ownership may be ideal for you. Here are just a few of the benefits you receive as an owner of a new charter yacht in a Club Nautique fleet:

- Income from charters (Positive Cash Flow!)
- Income from training use
- Tax savings (if you structure your boat as a business, you may be entitled to deduct all ordinary and necessary business expenses such as interest, depreciation, berthing, insurance, taxes, maintenance, etc.)
- Free Club Nautique membership: no initiation fee, no dues, full privileges
- Free yacht club membership and reciprocity
- Free instruction on sailboats or trawlers
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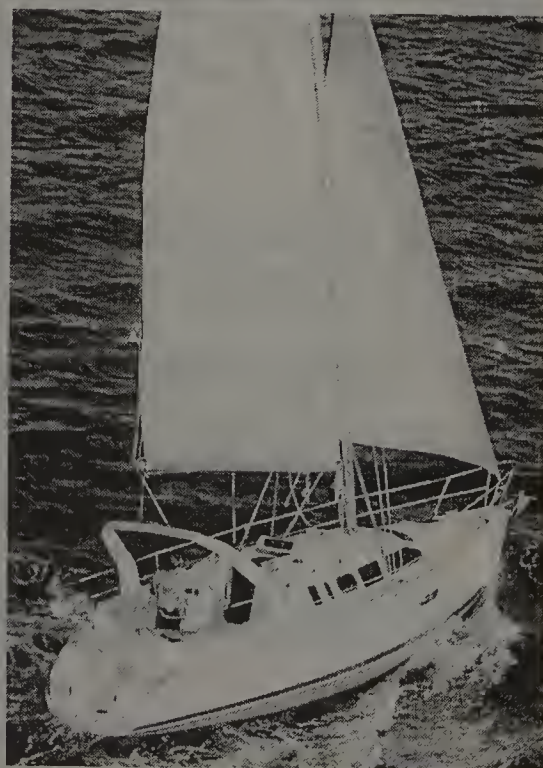
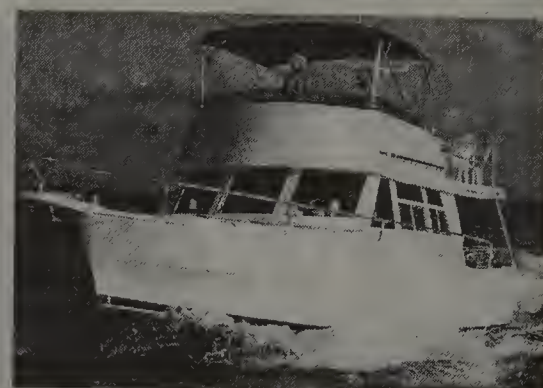
Because Coyote Point and Marina del Rey are a new bases for Club Nautique, there are openings for virtually all of the popular boat models and sizes. But, the club limits placements in its fleet in order to ensure strong demand and charter income for its boat owners, so as slots are taken, selection will become limited and of course, eventually be completely subscribed. Here is a list of openings and eligible boat models as of this writing:

Openings	Size	Eligible Sailboat Models
4	28-31	Hunter 280*, 310*
2	32-34	Hunter 340*, Jeanneau 34.2*
2	35-39	Caliber 35, Hunter 380, Jeanneau 36.2
1	40-42	Caliber 40*, Hunter 410, 420*, Jeanneau 40, 40DS*, 42.2
1	43+	Caliber 47, Hunter 430, 450*, 460, Jeanneau 45.2, 52.2
<u>Eligible Trawler Models</u>		
1	30-34	Mainship Pilot 30*, Mainship Pilot 30 Sedan
1	35-40	Mainship 350 Trawler*
1	40+	Mainship 430 Trawler

Owning a charter yacht with Club Nautique is perfect for busy professionals. The club will take care of all the details of chartering your boat, advertise, take bookings, perform pre and post-cruise inspections, verify the skipper's competency, collect payment and take care of some or all of the maintenance depending on your desires. When you want to use your boat, all you have to do is reserve it and show up. It will be clean and ready to go with the tanks topped off. This is hassle-free boating at its best and you get a berth at your choice of California's best locations — Alameda, Marina del Rey, San Mateo or Sausalito!

For complete details, including income and expense projections to review with your tax advisor, call Cruising Specialists today at 1-888-78-YACHT or visit them at 1120 Ballena Blvd., Alameda, CA 94501. Hurry! Openings are limited and remember, Club Nautique limits the size of its fleet in order to ensure maximum revenues for its charter yacht owners.

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LETTERS

scurvy natural-born son is reading this, well, damn your eyes!

The folks on this boat are no where near typical of the racers and cruisers I meet at Dana Point. Indeed, when one bloke — a professional sports fishing chap — accidentally fouled my hawse, he spent an hour later that evening looking for me just to apologize. The vast majority of racers I meet at Dana Point are good seaman and polite and safe on the water.

David Rice
Myste
San Clemente

David — The thing that keeps us from immediately jumping on your bandwagon is the contradictory statement that you did a "panic jibe into the wind." A boat tacks while sailing into the wind, it jibes while sailing downwind. Given what appears to be a misunderstanding of one of the most fundamental aspects of sailing, we can't help but wonder if you weren't confused. Perhaps the racers were actually yelling, "You're on port, you're on port!"

↑↓ HAVE A PROBLEM WITH HERA?

My first comment must be to congratulate you for admitting a mistake and taking responsibility for your actions in regarding the photo of you towing a water skier without the requisite flag and observer. One more sign that you are the best sailing rag in the business.

My second comment is on *Latitude's* remark that 'sailing a large vessel through a fleet of slow moving boats would constitute reckless operation of a vessel.'

I would agree that racing sailors who know only one speed for their boats should not sail in situations where there are many slow moving vessels, but those of us who can slow our boats down to a reasonable speed by reefing or taking in sail, flirting with irons, and so forth, can be perfectly safe in such situations and therefore would not constitute "reckless operation of a vessel."

Admittedly, I was hove to most of the time, but I was under sail — using the engine when prudent — during the entire Fleet Week show and experienced no difficulties. Further, I would like to hear from anyone out there that might have felt that they experienced difficulties because of my *Hera*, an easy-to-identify black-hulled, 13-ton, CT-41 ketch, fifty feet tip to tip, 40 feet stem to stern.

P.S. If the crew can't do it, the 'Capt. Will'.

Bill Jordan
Northern California

Bill — When you make as many mistakes as we do, it becomes increasingly easy to 'fess up.

We can easily imagine times when it would be reckless to sail through a slow-moving fleet and other times when it wouldn't. It would all depend on how crowded the fleet was and in how many directions its members were moving.

↑↓ I KILL ANTS, MOSQUITOS, MICE, COCKROACHES

We were at the Crab Drags in '94 and had a ball. I helped a five-year-old find and race a crab — and had the time of my life. We may have terrorized the crab a bit, but we had a release ceremony after he had won the prize for us. If us cruisers make a practice of releasing the crabs — as was done — the ecology is not harmed.

All kinds of creatures suffer at the hands of we humans. I eat meat. I kill ants, mosquitos, mice, cockroaches, and other critters. I have knocked off a few fish and a couple of boobies who struck my lure. I do none of these things sadistically, merely to increase my comfort or enjoyment. These activities would

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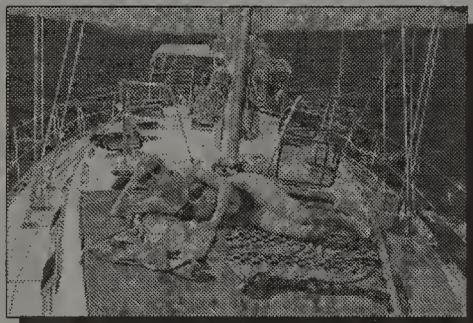
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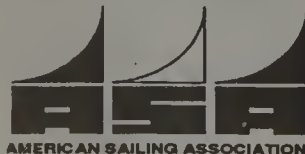
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LETTERS

not be acceptable in India, but they have always been all right in the western world. So maybe those who object to the Crab Drags should convert to vegetarianism or Hinduism.

Our return to cruising has been delayed until spring.

Jack Mooney
Utopia, Challenger 32
Hudson, FL

Jack — We're sure you had a great time and glad you did — but would you continue hunting in a place that's become a game reserve? A few people mocking nature in a wildlife reserve isn't really a danger to the ecology, but to continued cruiser access to the islands in the Sea of Cortez — all of which are part of the same wildlife preserve.

We can't speak for anyone else, but we fully intend to try to assure continued access to the islands by being as much on the leading edge of conservation as possible. In fact, if there's a conservation effort that could benefit from the use of a sailing vessel that can accommodate as many as 16 people for an extended period this spring, we'd like to hear about it.

THE WOMEN ARE UGLY AND THE DOGS VICIOUS

So, it was a warm day — new boat, new gal, and so forth. The picture on the front of the November issue made for a good cover, but isn't it kinda funny that a magazine that espouses safety — and even gets kinda preachy about PFDs — would be so bold? In this day and age, when we all but sew our kids into lifevests, nearly every picture in every mag shows bitchin' people having fun PFD-less. Some of these same folks have vests for their dogs! Maybe it's just the cold medication, but is there some irony here?

Also, please return to your past policy of slagging and dissing Pacific Northwest cruising. There has been a shocking tendency lately to publish positive letters and articles about Up Here. Please remember the following about north of Pt. Reyes: there's no wind, it always rains, everything is expensive, the women are ugly, the dogs are vicious and the men all drive Bayliners and wave shotguns while drunk. So when you head out the Gate, remember to turn left.

P.S. Thanks for stickin' it to Marda Phelps in the last issue Letters; we peasants need that kind of support.

Dan Lynch
Everett, WA

Dan — New boat? Profligate is now more than a year old. New girl? The lovely woman on the cover is Susan the Night Nurse, who sails and races on a lot of boats. Behind her is her boyfriend, the wine merchant Juan de Juanderer. The Wanderer and Juan de Jaunderer are two entirely different people.

Preachy about PFDs? We have Libertarian inclinations, so if you know all the facts and still don't want to wear a lifejacket then don't. But for your kids' sake, we hope you're a better seaman than the late Eric Tabarly.

As for our response to Marda Phelps, we weren't trying to stick anything to anybody, but rather report the facts.

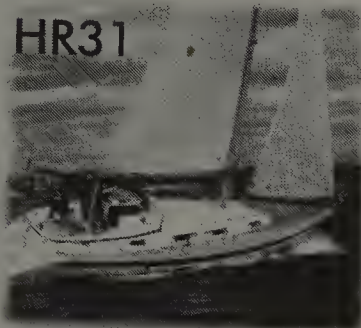
LAST TIME I CHECKED

Just one clarification regarding Marda Phelps' letter about her Marda Gras and the Big Boat Series. She said they had a "100% amateur crew." But the last time I checked, a sailmaker isn't an amateur, and wasn't Jeff Thorpe — who works for the UK loft in Victoria, Canada — a member of the crew?

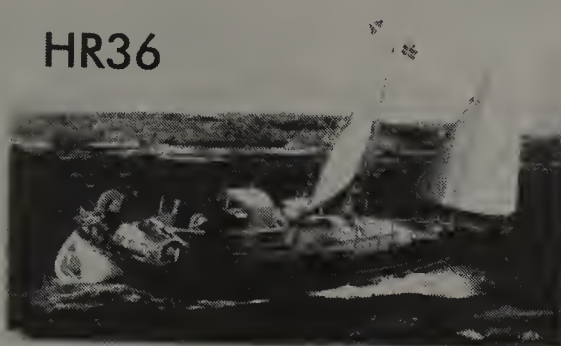
As for myself, I'm a Seattleite who was sailing aboard Bill Buchan's China Cloud, and would greatly appreciate it if you could withhold my name. I run into the principals from time to

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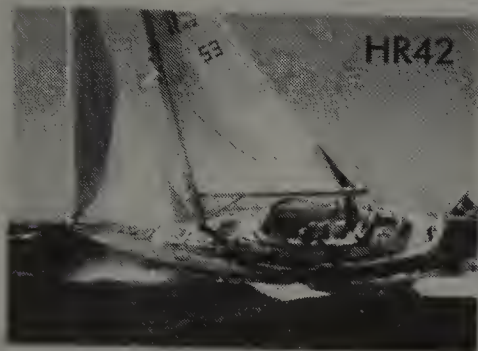
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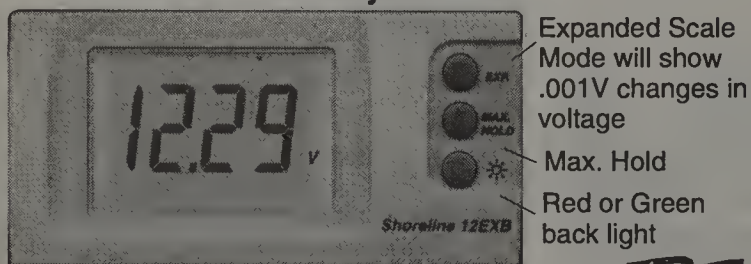
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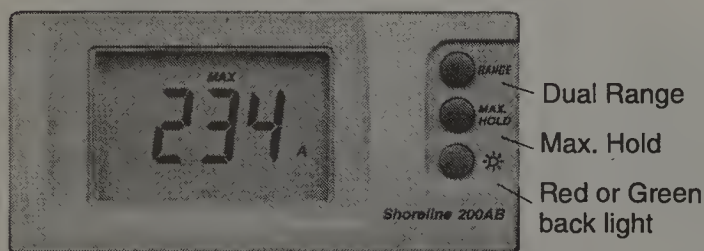


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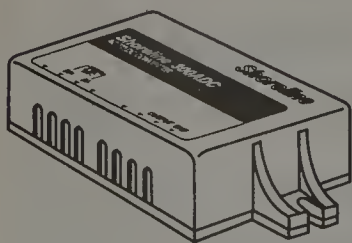
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LETTERS

time and don't want to give anyone ammo to whine at me.

Anonymous
Seattle

Readers — It's our understanding that Jeff Eckard, who works at the UK loft in Sidney, BC, was a member of the Marda Gras crew and drove at times when the class rules allowed. Eckard is a past member of Canada's Olympic sailing team, having competed at both Seoul and Barcelona in 470s. He is currently mounting a 49er campaign.

JUST DUES

After reading all the press that a certain Seattle boat received in *Latitude* for a second place finish in September's Big Boat Series, it seemed only fair that we get our just dues. After all, we finished first in the same Keefe-Kilborn division. So if the second place boat got one column of coverage in *Latitude*, I demand two columns! After all:

— We were not only 100% amateurs, we were 100% old and bald amateurs. Aft of the companionway, our average age — including the grinders — was 51.

— Unlike that Seattle boat, we did have a 'rockstar' aboard. Everyone should hear Ted Wilson doing Smashing Pumpkins songs in the shower, but only after two Full Sail Ales.

— We were also the laziest boat in our division, as we almost took the last day off. We were so far ahead of that Seattle boat that we didn't even have to sail to win. Perhaps if the second place boat had not "paid little attention to the other boats" in the division, they might have won.

So, even if *Latitude* has to use large type, we expect our just dues — two columns — for being the winning boat, not the whining boat.

P.S. Contrary to some stories, I am not the Racing Editor's brother.

Ken Moore
Swiftsure II, trimmer
Foster City

INSIGHTS ON THE BOTTOM LINE?

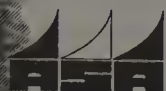
I sailed bow aboard the SC 52 *Marda Gras* in the '97 Big Boat Series, the San Diego Yachting Cup, Long Beach Race Week, and again with owner Marda Phelps in the recently completed '98 St. Francis Big Boat Series. I am in complete agreement with *Latitude's* thoughtful response to her letter as published in the November issue — especially with regard to the under-represented SC 52 'Nationals', which unfortunately was folded into the Keefe-Kilborn division. Kind of silly, don't you think?

However, with regard to *Marda Gras's* controversial close call with the tanker, I do recall hearing a blast or two, but certainly not the five blasts that you mention. I assume that the tanker captain did alter course as we cut across his bow, leaving one of our competitors, the SC 52 *Ingrid*, to have to sail all the way around the ship.

Following the race, there was continued speculation on the dock that a close crossing — we were never in doubt of making it — while unnerving and not always in the best judgment, does not constitute an infraction unless the tanker signals with five blasts. Had this occurred, we would have assumed we were toast and would have withdrawn. Others suggested differing versions of the rules of inland waterways as they relate to racing yachts.

As a member of the local crew represented on *Marda Gras* and because we frequently see tanker traffic in the Bay while racing — on July 18, after racing 15 hours and gaining the lead in the Silver Eagle Race, we on *Charisma* withdrew due to the combination of light air and tanker traffic — I'd like to know if

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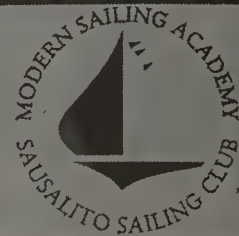


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LETTERS

you have any insights on the bottom line with regards to this issue. I know Matt Jones was very pissed off about the incident, and I would hate to incur his ire again.

Dave Grandin
Mr. Magoo, J/120
Menlo Park

Dave — As you probably already know, you won't incur Jones' ire any more — after 15 years as race manager for the St. Francis YC, he recently resigned (see Racing Sheet). We've now heard from nearly a dozen competitors about the Marda Gras incident, but still haven't heard any 'official word' from the club.

↑↓ HEIGHT OF HYPOCRISY

Since you asked for opinions of the Crab Drags, I would like to put in my two cent's worth.

It seems to me that the Crab Drags are not really about racing crustaceans, but an excuse for bored cruisers to have a big blowout. Sort of like the Sea of Cortez Race Week not really being about racing, but about cruisers just wanting to have fun. As you point out in the same *Sightings*, things are changing in Mexico and the locals are starting to think about preserving their treasures — even if it inconveniences cruisers. And as the Mexican economy worsens, the local's perception of *rico gringos* starts to matter.

You point out in your *Sightings* article titled *Wake Up Call* that Mexican officials are concerned about "commercial ventures that bring large groups of people to the islands" — but it may be that the biggest promoter of large group bashes in all of Baja just well may be the Wanderer or Poobah — whomever he/she might be. The examples of dragging 150 boats down the coast and organizing the biggest blowouts Partida has ever witnessed — and then pointing an editorial finger at the Crab Drags — is the height of hypocrisy.

My fear is that the universally warm greetings we remember from the '70s and '80s may become a memory as large group behavior causes both eco-damage and locals to perceive, your words, "a group of organized cruisers . . . often seen as indolent rich folks." I would think the locals have an easier time watching two buddy boats silently glide into Agua Verde than a dozen who will be sure to be seen and heard despite their best intentions.

While it's very nice of *Latitude* to offer to print and distribute good behavior signs, I offer a suggestion that might do more for the long term interest of the Mar de Cortez. This suggestion is based on the observation that small groups do less damage than large and people conduct themselves differently when they are not part of a very large group.

Perhaps the best thing *Latitude* can do for the future of cruising in the Sea of Cortez would be to go back to reporting the news instead of trying to make it. You have the best and most popular sailing rag ever, so get out of the promotion biz and leave that job to the Mexican Department of Tourism. It's really in the best interest of the cruising community. While it's true that it's too late to turn back the clock to the good old days, large groups partying their way through the Sea of Cortez will surely hasten the decline of this magnificent cruising ground, as cruising will come under attack for both ecological and political reasons.

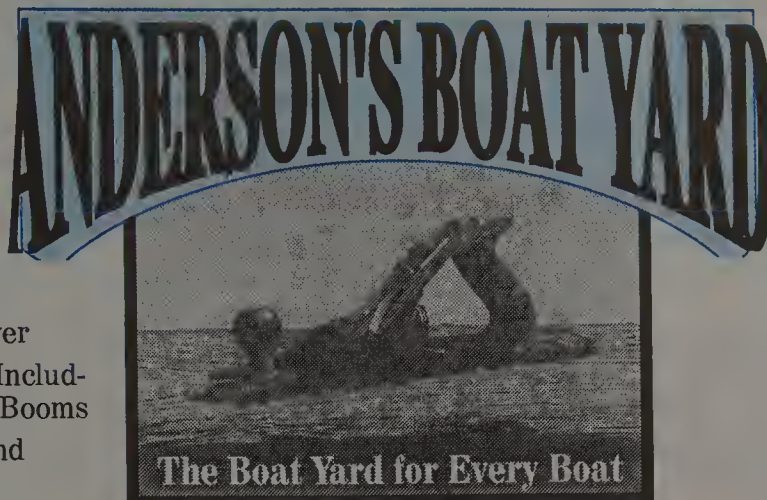
Ned Ebersole
Davis

Ned — While we want to thank you for your kind comments about the magazine and your pleasant tone, you're unfortunately a fountain of factual errors and slurs. Is it ignorance or malice?
1) The Ha-Ha doesn't "party through the Sea of Cortez". See

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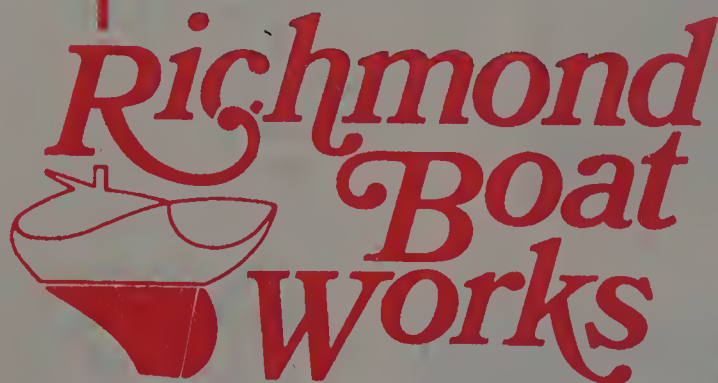


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LETTERS

the first Letter this month from the retired judge. Furthermore, the Ha-Ha goes from one established maritime center, San Diego, to another, Cabo San Lucas.

2) If you'd done a Ha-Ha, you'd know that we don't do "bashes" — not that we have anything against them at the proper time or in the proper place. But if you read our First Timer's Guide To Mexico and/or Latitude, you'll know that we're careful to caution about the dangers of alcohol. As you probably know, a disproportionate number of cruisers in the '80s ran aground on the alcohol reef. Based on our observation of cruisers then and Ha-Ha participants now, today's cruisers seem more focused and ambitious.

3) Check your charts again, and you see that the Ha-Ha doesn't come within hundreds of miles of Agua Verde. Furthermore, large groups of Ha-Ha boats don't descend on places like Agua Verde. After the finish in Cabo, the fleet pretty quickly disperses. Some linger in Cabo; a bunch head up to the marinas in La Paz or out to the nearby islands; a bunch head to Mazatlan for Thanksgiving; others immediately take off for Puerto Vallarta and/or Z-town. A few head right back to California. That's a whole lot of territory for only a few boats.

By the way, would you care to comment on cruisers who use pristine coves such as Agua Verde to store their boats while they return to the States for a few months?

4) While it's true the Wanderer started the Sea of Cortez Sailing Week, it was done with the enthusiastic support of local officials and business who wanted to build the local economy. The Mayor of La Paz and the head of Tourism regularly made appearances and donated trophies, and the Navy even lent a ship for the start and finish line. But as Isla Partida is now part of a wildlife preserve, we'd have second thoughts before starting another event there.

For the last decade or so, Sea of Cortez Sailing Week has been run by the Club Cruceros de La Paz. We're confident they work with local officials to hold a conscientious event.

5) The Ha-Ha has never "dragged" anybody down the coast. Indeed, people always ask why we seem to actively discourage participation. Answer: Because we're only looking for folks who would have been heading down to Mexico anyway.

6) Most of the locals and officials love the Ha-Ha. In Turtle Bay, it's the biggest event of the year, and all the kids eagerly look forward to it. The adults like it, too, because it's a change and brings money into their little town. And you're sadly and arrogantly mistaken if you think you're the only one who can develop warm relations with the locals. Even at nearly uninhabited Bahia Santa Maria we were welcomed back by Manuel, who said it was great to see us and the fleet once again.

And with the Mexican economy hurting so badly, the airlines, hotels, restaurants, and stores — and their employees — don't object to the extra business the Ha-Ha brings.

7) There's never been anywhere close to 150 boats in a Ha-Ha. There were about 110 last year and — in part because we heavily discouraged participation — about 93 boats this year. Approximately 85% of these people indicated they would have been cruising to Mexico anyway. So the Ha-Ha perhaps adds 10 to 15 boats to Mexico each year.

8) Today's typical cruiser is more environmentally aware than those of even a few years ago. The biggest round of applause at the award's ceremony, for example, went to Todd Stokes of Rhumb Rose. Why? While sailing along, he noted a turtle trapped in some debris. Sticking a big knife between his teeth, he jumped overboard and cut the turtle free.

And had anyone at the Turtle Bay party suggested catching crabs, dressing them up with beer cans and shaving cream, and then racing them for yuks, a number of folks would have immediately dropped out.

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LETTERS

9) But what particularly offends us is your intimation that you're somehow better than the folks who decided to participate in the Ha-Ha, and that a group that gathers for a total of four days in two anchorages is necessarily destructive. First off, group behavior is inherently neutral; you can have positive group behavior, such as the Hidden Harbor YC and cruisers at Puerto Escondido, who each year have a big party to clean the shore and the bottom of the harbor; or you can have three boats full of irresponsible drunken louts who can do more damage in a day than 1,000 boats in a year. Maybe you've been cruising around with the wrong kind of people.

As for the Ha-Ha group necessarily destroying the ecology, that's rubbish. As the last boat to leave both Turtle Bay and Bahia Santa Maria, we can guarantee you that the next day nobody could have known the fleet had ever been there.

The big difference between you and us is that we truly believe in responsible cruising. We believe it makes cruisers more appreciative and protective of nature and the environment; that it helps Americans and Mexicans to become better friends; and that it's just plain fun. Furthermore, responsible tourism is perhaps the best economic engine to drive the lower Baja economy without destroying the Sea of Cortez. You, on the other hand, seem to suggest that cruising is some furtive activity only to be enjoyed by a small cruiser elite from the old days. Great deal for rich gringos such as yourself, having a free private playground in a foreign country; but it's a terrible deal for the locals and others who'd like to be able to enjoy the same beauty.

In short, we'd have preferred that you were slower to condemn people and events you know nothing about.

↑↓HAVING GREAT FUN

We just want to thank everyone for the terrific Ha-Ha! It was our first long passage and the organization — or lack of it — was just right. We felt we had direction and yet enough 'latitude' to do what we wanted. As been mentioned so often, the people really make the difference.

We're in La Paz now, ready to head for Mazatlan, and are having a great time bumping into members of the Ha-Ha fleet. We hope you continue hosting the Ha-Ha, as we know many friends who'd like to go next year.

Judy and Bob Lyon
Lyon Around

↑↓THE WHOLE STORY IS YET TO BE TOLD

We're so far beyond San Diego that it's only on rare occasions that we get to see a copy of *Latitude*. Having just read a couple of older '98 issues, we wanted to share some thoughts.

You appear to have a high regard for Dominic's Marina Carenage on Raiatea. Having done business both there and at Bernard's, the other marina on Raiatea, we prefer the latter.

It should not be a surprise to any cruiser to hear that French Polynesia is one of the most expensive places in the Pacific to buy anything, and that most of the businesses operate on 'island time'. We, however, may have found a place that's more expensive than French Polynesia: New Caledonia, another French Overseas Department. We had the unfortunate experience of breaking our mast off the coast of New Caledonia in July, and we're still here waiting for parts and action by the insurance company. In the process, we've learned a couple of lessons we want to pass along.

Just after we arrived in New Caledonia, the government cancelled the 'Yacht in Transit' duty exclusion on imported goods. The long and the short of it is that anything brought into the territory is subject to duty on the retail price — plus the cost of shipping and insurance. The duty is generally 38.2%, but can be even higher on some items. It's difficult to get a clear expla-



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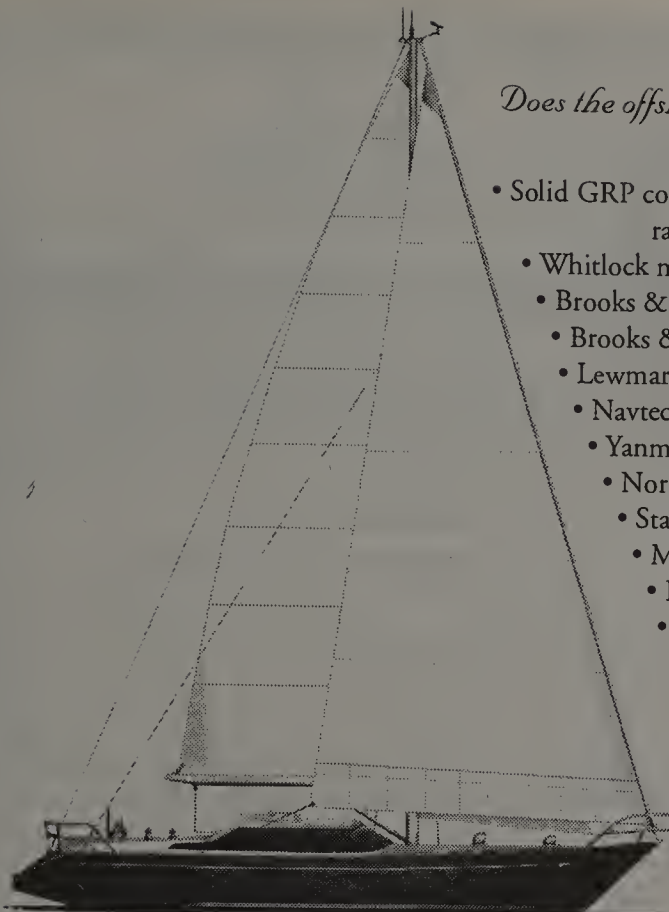
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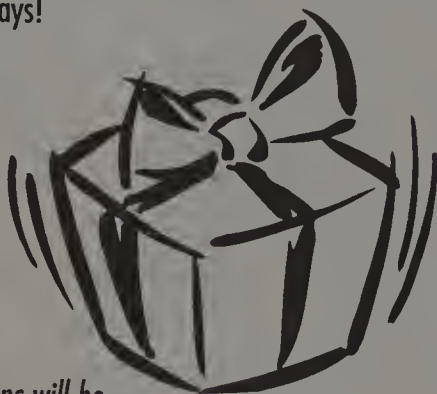
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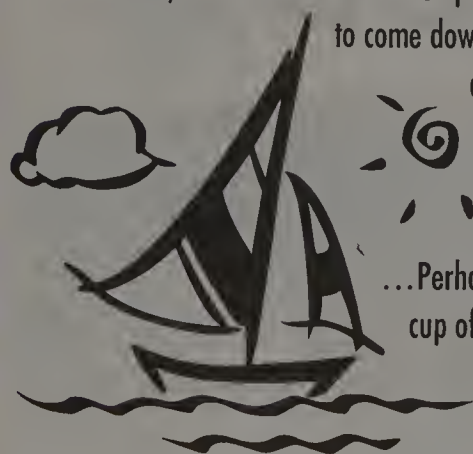
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LETTERS

nation of the reasons or conditions, but we've been told there are no exemptions.

Since the failure of our mast, we've been doing a lot of talking to insurance people trying to get our boat repaired. We noted that some readers wrote in to *Latitude* to complain about Blue Water, our insurance carrier. The whole story is yet to be told, but we have been here for over three months and have not seen a cent from the insurance company. Further, when I dared to question how long it was taking, I was told I had a bad attitude and my complaints could be construed as a negative factor in the settlement — if they choose to make one!

As a member of the Seven Seas Cruising Association and a policy holder with Blue Water, I feel obligated to sound a caution to my fellow cruisers.

The good side of the deal is that Noumea is an interesting place, and we have met many old friends and made lots of new ones at the Port Moselle Marina and other sights in the area. We noticed today that there are boats at the visitors' dock from Austria, Australia, Canada, England (UK), Finland, France, Germany, Italy, Japan, New Zealand, Sweden, Switzerland, the United States and Vanuatu. Like most others, we will soon be heading for Australia — or New Zealand — to get out of the cyclone area. We expect to have our new mast installed next week and do some shakedown cruising in the area to try out our new equipment before continuing on to Oz.

Richard Cross

Yacht *Evie*

Nouvelle Caledonie / Seattle

Richard — That you haven't gotten a cent in three months doesn't necessarily mean you're going to get stiffed. Lloyds once took nearly a year to cover a major claim that we had. But by all means, let us know how it turns out.

Since an ounce of prevention is worth a pound of cure, our readers might also be interested in the cause of your rig failure.

↑↓Z-TOWN IS NOT RESPECT

A long time ago a popular singer named Jo Stafford had a hit record titled *Far Away Places*. The refrain line was, "Those far away places with strange sounding names are calling, calling me."

I sort of hear Jo Stafford when I think of names like Bougainville, Ontong Java, Bora Bora, Mangareva and an endless list of others. But I wince when I read or hear someone reduce those magical names — perhaps in an effort to be among the intimate — to 'Raro' for Rarotonga, or 'Pago' for Pago Pago, and so forth. To me, the most jarring example is using 'Z-town' for Zihuatanejo.

If San Franciscans abhor 'Frisco' and Cape Towners insist on two words capitalized — it's their city and their right to say how it should be spelled — how must the people of Zihuatanejo feel when the most euphonious of Mexican city names is so degraded?

We've found that the people in the smallest village on the least significant island or bay take great pride in the place they live. The question we've most frequently been asked when visiting a place is, "How do you like where we live?" We always answer truthfully — and say that we really like it. The fact is that one island or atoll is pretty much like another, and it's the people who make the places special.

If cruisers don't like or respect the people who live in these far away places, it's a waste of time and energy to sail to them. It would be better to just hop a jet, buzz down to 'Bora' or 'P.V.' or 'Z-Town', sit in your hotel, drink a bunch of mai tais or margaritas, and get back to the 'real world' with your fast-fading tan. And, don't forget the camcorder.

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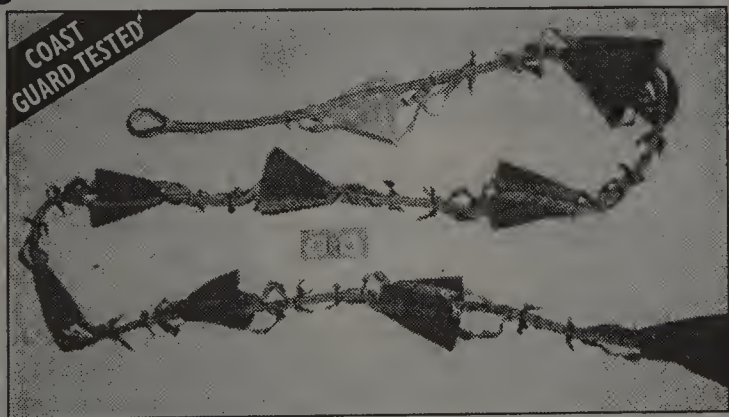
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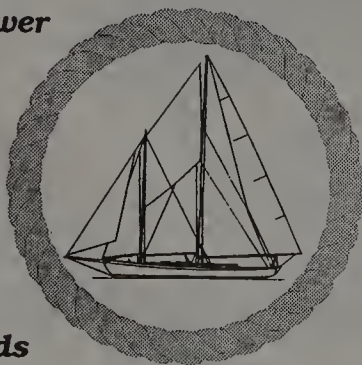
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LETTERS

P.S. I wrote this two years ago and didn't mail it because it sounds bitter. My excuse for writing it was that I'd recently had a conversation with a person who had sailed a yacht to "Pago" and "Bora" and "Raro," and who expressed much contempt for the locals. But now that I think about it, there is no reason not to mail it. I believe we all are responsible for treating people with respect — and Z-Town is not respect.

Bill Pool
Pilar

Redwood City/Santa Cruz/Portland

Bill — 'Z-town' is the common nickname for Zihuatanejo, and we think it's silly to claim that all nicknames are "degrading" and/or "disrespectful". This is particularly true in the case of 'Z-town', a term used with great affection by the overwhelming number of cruisers who've been enchanted by the place.

According to Professor Nick de Plume, there are two primary uses for nicknames. "The first is to shorten a long name that's used repeatedly: 'P.V.' for Puerto Vallarta, 'the Cape' for Cabo San Lucas, 'Paco' for every Spanish guy named Francisco, 'Di' for Lady Diana, 'The City' for San Francisco. These aren't terms of belittlement. The other major use of nicknames is to express affection or to denote a very personal relationship. I call my daughter 'Moo', short for Maureen. I'd tell you what I've called my girlfriends and wives, but it's a little too embarrassing. Rest assured, however, that they are shortened versions of their formal names."

Thanks, professor. You might also note that many individuals and groups prefer to be called by their nicknames because they're less pretentious. Lots of mariners who would recoil at being called a 'yachtsman', for instance, have nothing against being called a 'yachtie'.

All of this notwithstanding, if most of the folks who lived in Zihuatanejo objected to the nickname Z-town, we'd be happy to comply with their wishes. But here's a curiosity: how come 'A-town' never caught on for Acapulco? If it had, West Coast cruisers could have sailed from A-town to Z-town in less than 24 hours.

HOW TO SUBMIT AN ARTICLE

I guess *Latitude* and photographer Tom Lyons showed all of us how to submit an article for publication. The October feature on Mazatlan included great photographs, copy and diagrams.

By the way, it sure was exciting to see *Latitude's* charter cat *Profligate* pull into the entrance to Nuevo Vallarta — even though she turned left to berth at Marina Paradise instead of right to berth at the Nuevo Vallarta Marina.

P.S. Yes, I read the lecture about including all our personal information with our email.

Susan and Grover
Second Wind, Union Polaris 36
Formerly Anaheim / Now Nuevo Vallarta

Susan & Grover — Thanks for the kind words — and thank you even more for making our lives a little easier by including your names, boat names, boat type and hailing port. We love you! In fact, next time you see us aboard *Profligate* — she'll be on mainland Mexico for most of the winter — we'd like to take you and a bunch of your neighbors out sailing.

GOING OVERBOARD ON CRABS

We just read your October issue comments about the Crab Drags. Since you've never been to them, I thought I'd fill you in on what it's all about.

Ten years ago my boyfriend felt sorry for the cruisers boiling in the August sun inside the natural harbor at Puerto Escondido, so to give them incentive to get out to the islands where it's

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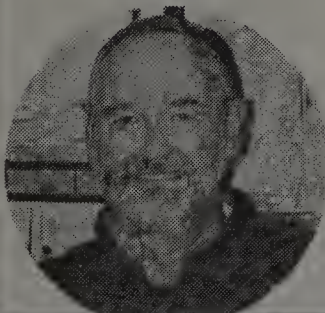
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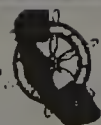
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LETTERS

much cooler, he jokingly announced over the VHF that "the International Crab Drag Races will be held on Isla Coronado in two days." He was very surprised when 20 boats showed up. The beer and ideas flowed, and the group came up with decorating hermit crabs and racing the ghost crabs after sunset. It was a two-day affair and everyone had a great time. There were no crab injuries at all. The only blood drawn was human blood — those ghost crabs have incredible claws!

Over the years, the Crab Drags grew into a three-day event. And when the beach at Isla Coronado became intolerable from the smell of hundreds of stinking fish and manta ray carcasses, the site of the Drags was changed to Isla Monserrate. We've had as many as 50 boats show up and many articles published about it in *Latitude*.

My boyfriend and I organized the Crab Drags — with the help of many others, of course — from '88 to '95. The event wasn't held in either '96 or '97, and this year it was organized by the Hidden Port YC. We were not at this year's races, but we have never heard of a crab fatality. The decorations that are lightly glued to the shells of the hermit crabs are removed after each race and the ghost crabs are also released unharmed after each race. The races are just a small part of the event. We have cooking contests, dinghy races, sand sculpting, dancing on the beach and so forth. It's been like a small version of Sea of Cortez Sailing Week except that it was done by cruisers for cruisers. We always had a permit and always left the beach much cleaner than when we arrived.

We think that you are going overboard on this issue and should rather be focusing your efforts on conserving the Sea of Cortez by stopping developments slated for some of the most pristine areas. There is one place in particular that, although known to almost all Sea of Cortez cruisers, is as pristine now as it was a million years ago. Man's only scars are a dirt road cut through the desert a few years ago and . . . well, I can't mention the other distinguishing feature or I'd surely give it all away. But if left to Mother Nature, both of these scars would 'heal' rather quickly.

Unfortunately, the Mexican family that owns this pristine area plans to put in five hotels, a golf course, 250 homes, two marinas and shopping facilities. Their original plans were for just 12 exclusive homes, but it has since grown like a cancer.

I have been in 97% of the anchorages in the Sea of Cortez — including the mainland — and this is the most incredibly fantastic area of them all. Totally clean, clear, unspoiled and spectacular. I don't know if you have ever been there, but if so, you must know how I feel when I say it breaks my heart to see it disappear forever.

Now, that's where you should be focusing your efforts, not on a few crabs that are unharmed. Do some good with your widely read magazine. Have your readers write to La Reserva and President Zedillo and ask that they look into this destruction. If it's stopped, you can be proud to tell your children that the most beautiful bay in Mexico was saved by your efforts. Go for it!

P.P.S. Please do not publish our boat name or location. I don't know how much influence this family has, and we certainly don't need any trouble.

You Know Who
Sea of Cortez

Y.K.W. — Since you and a few other folks continue to miss our point, we'll try to explain it once again: 1) We don't have anything against you or any of the other folks who started the Crab Drags. 2) We don't have anything against anybody who has ever participated in the Crab Drags. 3) We have no problem with folks

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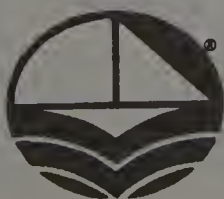
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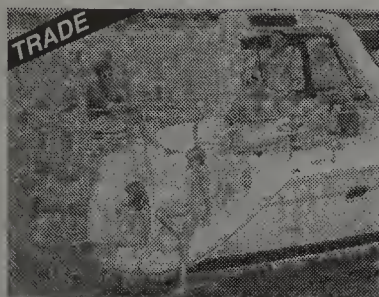


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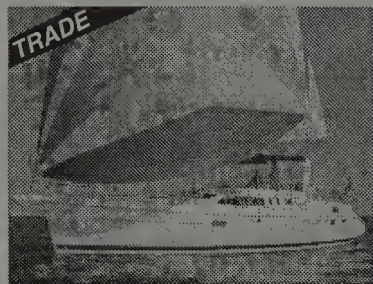
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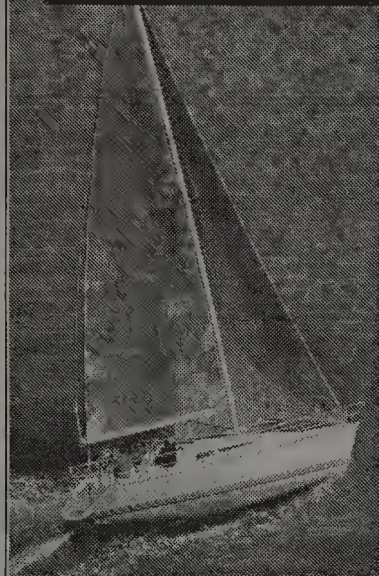


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LETTERS

enjoying more than a little fun, games and nonsense. 4) And as we also enjoy a good crab louie from time to time, we don't have anything against killing crabs either. All clear, so far?

What we do have is a small but significant problem with the inherently blasphemous nature of desecrating nature in a wild-life preserve. It's the same problem we'd have if turtle stew were served in the Galapagos Islands, or alcohol at an A.A. meeting. And while we can also understand that you, Tim Tunks, Tim Schaarf and some other folks think we've going "overboard" on the issue — we merely suggested folks could come up with something better — we think you're all being shortsighted.

For one thing, we don't believe you appreciate the real threat such insensitive behavior poses to future cruiser access to the islands. If you do a risk/reward analysis, it's just not very smart behavior. Secondly, you and your boyfriend want to save pristine you-know-where, which — from having been there a number of times — we agree is an excellent cause. And as much as you'd like to sluff the responsibility for 'saving' it onto a sailing magazine based 1,000 miles away, it's only going to be saved if folks in the area — such as yourselves — lead the way. But as you're two foreigners who have been living rent free in Mexico for close to 20 years, and to a large extent have been living off Mexico's natural resources, you have limited leverage. Indeed, if you alone tried to stop the family who owns the land from developing their property, they could pretty effectively dismiss you as a couple of free-loading gringo squatters.

As such, your only hope to save the pristine spot is to form an alliance with other like-minded folk and buy it as a nature reserve. The other 'like-minded people' would include other cruisers, American and Mexican fishermen, kayakers, birders, Mexican and American conservationists, Mexican and American environmentalists, and hopefully some environmental foundations. But rest assured, the minute any of them get wind that you even tacitly approve of gluing wings on crabs in a wildlife preserve for amusement, they're going to disassociate themselves from you as though you were clueless Neanderthals. Baja may be a little behind the times, but it's not just the '90s, it's the late '90s, and presumably we've all developed a little greater respect for nature.

We wouldn't bring this up if names were being used, but remember when your boyfriend used to catch all the fish he could just for the fun of it? When he used to punch fish for kicks? And then how he came to realize how foolish it was and how important it is to try to preserve the Sea and its sealife? Trust us, you and he, and Tim and Tim are all going to come around on this issue, too. And it's not a matter of us trying to be holier than thou, but rather to try to do all we can to make sure future cruisers get to enjoy what you've enjoyed for all these years.

Where to start in an attempt to save you-know-where? As we mentioned several months ago, we think the Crab Drags should be transformed from a good party with crab racing into a good party and Sea of Cortez conservation fest. Reach out to all the people and groups who have an interest in the preservation of the Sea of Cortez and invite them to attend. Everybody can still dress up crazy, have cooking contests, drink and dance, clean up the beach, and all that stuff. The only difference is that the one dubious part of the event will have been replaced with a noble goal. As you say, it wouldn't be an easy challenge, but it would be worth it. And we at Latitude would be happy to support the effort in any way we could.

⇅ PERFECT FOR JUST PLAIN RELAXING

I'm writing because there was an error in your October Mexican Marinas article, and error that related to the San Carlos Marina in the Sea of Cortez. You reported that there is no international air service available from the San Carlos/Guaymas

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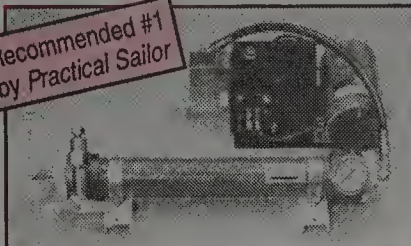
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LETTERS

area to the United States. I know that's not correct, because my husband and I flew in and out of Guaymas last October.

By the way, my husband and I also visited good friends at the nearby Marina Real in San Carlos. We've since learned that Marina Real is now under new management and has made many new improvements. In addition, the marina even offers free Spanish lessons three days a week for the visiting sailors!

The San Carlos area is so beautiful and the waters are perfect for cruising, fishing — and just plain relaxing. My husband and I enjoy the Marina Real area so much that we're now looking for a home to purchase so we can retire there. We hope that more and more people can take the time to visit Marina Real, meet the new management, and check out the facilities. They're all great.

Kena and Todd Daugherty
Susanville, CA

Kena & Todd — You're the third ones to correct us for saying there wasn't international air service. But you're the first ones to give Marina Real such a glowing review.

⇓SUNSET SLOOPS

I'm the proud owner of the 34-foot Sunset class sloop *Aeolus*. Mine is number four of five hulls built in the early '60s in the Bay Area. I'd like to communicate with anyone who has owned or now owns a Sunset class sloop.

I can be reached by mail at P.O. Box 2716, Friday Harbor, WA, 98250, or phone/fax at (360) 378-7158.

Don Payes
Yankee Mariner Yachts
Friday Harbor, WA

⇓MY GEM

After five long years — less the horrible winters — my 1960 Triton has gone through a complete refit. At this time I'd like to express my thanks to several people.

First, a lot of credit has to go to Svendsen's Boatworks. My experience with them was for the most part very professional, and they made my work a lot easier to accomplish in a timely manner.

Second, I would like to thank Arne Jonnson, boatbuilder, for the use of his shop and tools. Arne's all around good humor, patience, and guidance were of great use.

Third, I'd like to thank Hogin Sails for my custom mainsail and working jib. My deepest appreciation goes to one I refer to as 'McGyver' — who I might add was well paid for his ingenuity.

By the way, cover to cover, *Latitude* can't be beat. Thanks for also helping my dream come true. I found my gem of a boat six years ago in the *Classy Classifieds*. Believe me, without a great boat it's hard to go out for a great sail!

See you on the Bay — I'll be the one in the white boat!

Patrice Scofield
Makai, Triton
Alameda

⇓TENSIONING THE SHROUDS

I own a Balboa 27, and each time I lower and raise the mast I wonder how to correctly tension the shrouds and stays.

So far, I've been checking to make sure the mast is straight, that the stays are tight — no sag on the luff of the jib — and that the shrouds are snug, but not tight. In 10 knots of wind, the leeward shrouds flop some, but the mast is still straight. This seems to work all right, but I read a thing on the Moore 24 web page about how they crank down on everything until they think they're going to break.

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LETTERS

Anyway, if you have any information on the subject, I'd like to hear about it.

I've been reading *Latitude* since '86 and am a world cruiser wannabe who sails Clear Lake.

Jack Farrell
Lakeport, CA

Jack — What a great topic for a January 'idiot's guide'! Until then, make sure your mast remains in column and rest assured that you tune the same boat differently for different purposes, and you tune non-racing boats differently than you do racing boats.

SEEKING CAL 32 INFO

Do any of your readers have information about any surviving Cal 32s — the 46-foot LOA boats designed by Nick Potter in 1936 or '37? I know one is based at the San Diego YC and there is a rumor of another being dismantled in a nearby shed.

I'm also interested in any sightings of the S&S-designed New York 32s.

Patrick Matthiesen
Classic Boat Secretary, Sparkman & Stephens Association
101630.2144@Compuserve.Com
London, England

WHERE DOES THE TIME GO?

We're anchored in Ringi Cove on the island of Kolombangara, just 20 miles from Gizo, capitol of Western Province, Solomon Islands. The wet season is upon us and rain has been falling steadily all morning. I don't like to travel in coral waters when the visibility is so poor, so I'll take time to offer praise to two of the many things that make voyaging possible.

First, my marvelous Monitor windvane. We sailed without vane steering until just before we left Mexico 4.5 years ago. Then, in one of the best moves I've ever made, I bought a used Monitor from a boat in La Paz. We've sailed all about the Pacific in all kinds of conditions, and the Monitor has never failed our full keel, 15-ton boat yet.

We also have nice things to say about our Tinker inflatable dinghy/liferaft, made by Henshaw Inflatables, Ltd., Southgate Road, Wincanton, Somerset, BA99RZ, England. We mainly chose the Tinker because I couldn't see hauling an expensive liferaft all about, all the while hoping we wouldn't need to use it. Also, I was thinking of the many stories of liferafts not inflating on demand. A bonus was the Tinker's performance with 2-hp outboard.

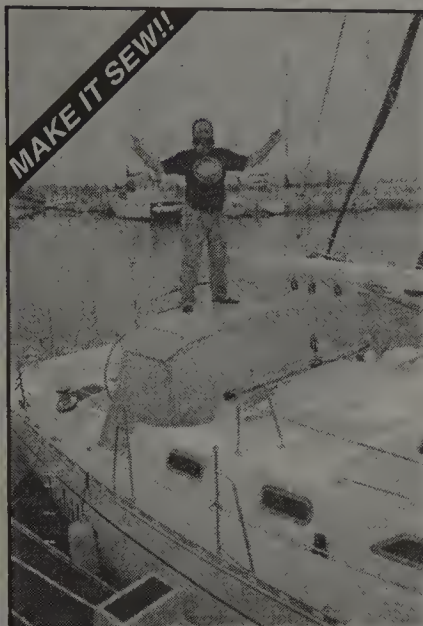
But those aren't the reasons I'm writing about the Tinker. When we were finishing our refit in Australia, I discovered both of the 'inner' tubes on the Tinker refused to hold air. I sent a fax to Henshaw telling them of the problem and followed up a bit later with a telephone call. The woman who answered told me she had been instructed to ship two replacement tubes, complete with new valves. They arrived in Maryborough, Queensland, eight days later. There was no charge and no questions. You can't ask for any better than that.

Maybe tomorrow the rain will let up and the skies clear so we can pick our way through the coral reefs to Gizo. And, maybe not.

Oh, one more thing: I spent my 18th birthday on Guadalcanal, in the Solomon Islands, and now it seems certain I'll be in Gizo for my 72nd. Where does the time go?

Bill Pool
Pilar, Atkins Ingrid Gaff Ketch
Portland/En route to Palau

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— Brian Nelson
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Sausalito, CA

January 9

Alameda, CA

January 10

San Diego, CA

February 20

Los Angeles, CA

February 21

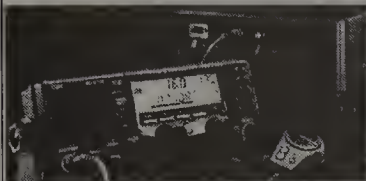
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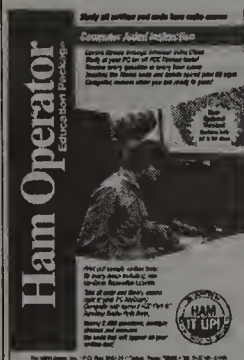
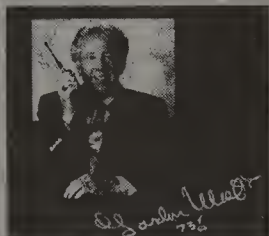
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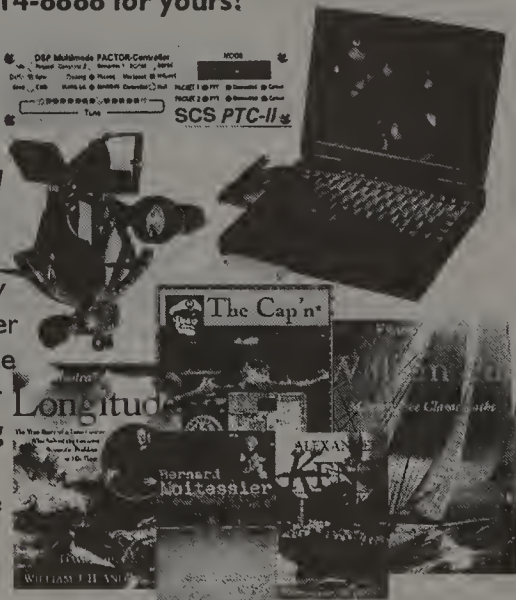
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LOOSE LIPS

Eight bells.

He was a fighter, but diabetes and bone cancer finally took down **Mike Strain** on November 2. He was 65.

Mike, a native San Franciscan, was a huge presence in local Scouting, and particularly in Sea Scouting. In fact, after a stint in the Navy during the Korean conflict, he dedicated most of his life to challenging, encouraging and mentoring young girls and boys up through the ranks of scouting. Since the early '60s, he was involved in sailing programs through the Sea Scouts, mostly aboard the Scouts' sailing whaleboats, where his crews won many awards.

Perhaps Mike's greatest source of pride in Scouting was the fact that 54 youth attained the Quartermaster rank — the highest rank in Sea Scouting — under his direction and guidance.

Mike wore many hats, served on many boards and received many awards related to Scouting. His presence will be acutely missed, and felt, for a long time.

Mike Strain's ashes were scattered on the Bay from the whaleboat *Dolphin*, whose restoration from a capsized in May was one of the last projects he oversaw. His family asks that any memorial contributions be directed to the San Francisco Sailing Whaleboat Association (22 Battery St., Ste. 1100, San Francisco, CA 94111), where they will be used to complete the restoration of *Corsair*.

Down south, **Hugh Lamson** passed away on November 22 after a 22-year battle with bladder cancer. He was 70.

An engineer in the aeronautics industry, Hugh was also an avid sailor. He built and sailed *Common Sense II*, a 27.5-ft sloop that remains the smallest yacht ever to compete in the TransPac. He later owned and raced the Lapworth 40 *Tantara*. His third and final boat was *Invictus*, Islander 36 hull #1, which he bought new in 1971 and still owned at the time of his death.

Hugh won many pickle dishes in more than 50 years of sailing and racing. One of the ways he'll be best remembered, though, is as the father of the 'Cruising Class' — the laid back division in many offshore races that allows cruising boats and not-so-serious racers to take part and have fun, too.

In fact, the *Latitude*-sponsored Baja Ha-Ha Cruisers' Rally to Mexico — which you'll read about later in this issue — is a direct offshoot of the Cruising Class of the Long Beach YC's Cabo Race.

"It was Hugh's idea," says the Wanderer. "We just loosened it up a little and tweaked it in a few places to make it a little less expensive and a little more accessible."

Services for Hugh Lamson were to be held at Long Beach YC on December 3. Hugh asked that, in lieu of flowers and cards, cash donations be made in his name to the March of Dimes, 502 South Verdugo Dr., Burbank, CA 91502.

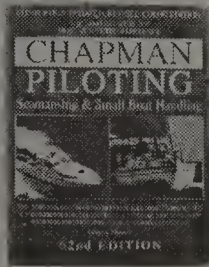
Jacques' legacy.

"The work of Captain Cousteau must not stop," said Sir Peter Blake, the Kiwi America's Cup winner who was named head of the Cousteau Society last year. "We must build on it rather than diminish it because it will be for the benefit of the world." Blake was speaking at UNESCO headquarters in Paris about a recent trip to the Caspian Sea, source of much of the world's caviar and currently endangered on many fronts from overfishing and pollution. The voyage into the Caspian by the Cousteau Society's 115-ft *Alcyon* was the first in 50 years by a foreign exploration ship. An unexpected bonus of the trip: *The Underwater World of Jacques Cousteau* was showing on Russian TV during the visit, which gave their mission added impact — and made the crew something of celebrities.

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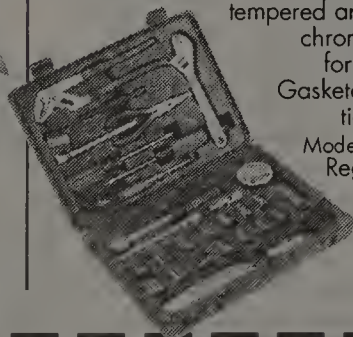
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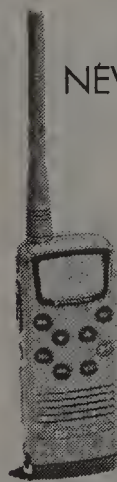
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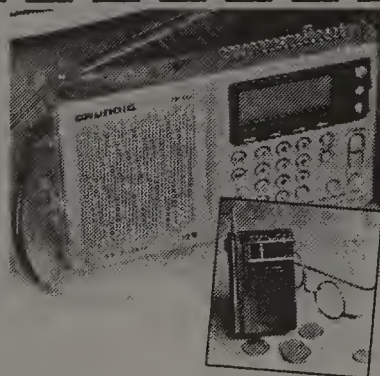
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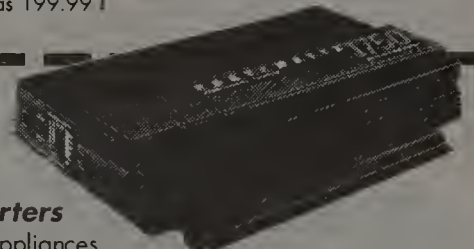
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LOOSE LIPS

Changes in altitudes.

According to L.M. Boyd's "The Grab Bag" column in the week-end *Chronicle*, there is no such thing as 'sea level'.

"Permanent hills and valleys cap all ocean surfaces," he wrote in the November 14 *Chron*. "For example, ships steaming into Puerto Rico's San Juan descend into a valley and then climb up a long hill to get to port. About 850 miles out from there is a sea hill that never goes away. Ships atop it are at a higher altitude than ships elsewhere in those waters."

Snowstorm in Puerto Rico.

That's how DEA officials describe the drug-running activity in the wake of Hurricane *Georges* two months ago. In some areas, businesses are still closed, power is still out and people are still shoveling mud out of what used to be their homes. But the drug runners are going full blast. In fact, in Fajardo — the place one study cited as the entry point of 75% of all drugs into Puerto Rico from Colombia — they're having something of a heyday. Many Coast Guard assets have relocated to help with hurricane relief, and the small DEA force in Fajardo just can't keep up. The drugs, primarily cocaine and heroin, come into Fajardo in all kinds of different ways: small boats, small planes, fast speedboats, or fishing boats that make pickups offshore. Even in times of more normalcy, the drug boats are hard to spot among the many commercial and pleasure yachts coming in and out of the busy port.

Y2, brute?

If there's one thing we're almost as tired of hearing about as Monica Lewinsky, it's got to be this 'Year 2000' business. Seems to us if people would spend half the time working on getting computers to recognize the millennium it as they do predicting armageddon, the problem would cease to be a problem. It also worries us just a tad that no one seems to have thought about this problem *at all* until the last year or so. It's kind of like sending a spaceship to Mars and then, just before you land, you suddenly remember you don't have any landing gear.

Anyway, one of the ways they're scaring sailors with the Y2K silliness is by threatening that GPS receivers may stop working. Just think, we'd actually have to learn to *navigate* again. Oddly enough, because of the way GPSs process information, the system won't 'reset' itself until August 22, 1999. So you have plenty of time to dust off the sextant and take a few classes.

Sail Expo — already?

How do you improve on Pacific Sail Expo, possibly the most exciting thing to happen to boat shows in the last decade? You listen to input from show-goers, for one thing. For example, Southern California sailors complained that the last two shows at Jack London Square fell on the same April weekend as the Ensenada Race. That's one of the reasons that the 1999 show will be held on April 14-18, the week *previous* to Ensenada.

Also, it may seem absurdly early to mention this, but it is not too early to consider making room reservations for Sail Expo. Our sales department tells us that the buzz is already on, and early indications are that the third year will again be an improvement on an already terrific show. Last year, hotels within a short walk or cab/drive from the show were almost full during show week. (Remember, all show exhibitors stay at least five or six days and as the show grows the number of hotel rooms taken just by exhibitors has increased.) So don't expect to just show up and get a room. And don't say we didn't warn you. For lodging ideas, check out www.jacklondonsq.com.

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SIGHTINGS

the end of *fantome*

While the extent of the horror bestowed upon Latin America by Hurricane *Mitch* may never be fully known, the killer storm also extracted a terrible toll from one of the world's most popular sailing ship lines.



'Fantome.'

Sometime during the night of October 27, the 282-ft four-masted staysail schooner *Fantome* went down with 31 crew.

Fantome was the flagship of Miami-based Windjammer Barefoot Cruises, Ltd. Built in 1927 for the Duke of Westminster, the steel-hulled ship was bought in the '50s by Aristotle Onassis as a wedding present for Prince Rainier and Princess Grace of Monaco — but never delivered because Onassis wasn't invited to the wedding. The ship had been part of the Windjammer fleet since 1969 and in 1993 had undergone a \$6 million refurbishment.

With the approach of *Mitch*, *Fantome* cut short a cruise in progress. The home office in Miami ordered her from the Honduran port of Omoa north to Belize City to drop off her 97 passengers, who were flown back to Florida. Ten crewmembers, including all the women, also got off the ship and flew home. Plans then called for her to take refuge in a nearby hurricane hole, but by the time she arrived in Belize, tropical storm *Mitch* had become a category 5 hurricane, and the fourth most powerful Atlantic storm in history. And it was headed right for Belize. British Captain Guyan March conferred with Miami by satellite phone. Windjammer President Mike D. Burke and his Florida team decided to head the ship southeast for Roatan Island, off Honduras, where she could take refuge from the storm in the lee of the island. *Fantome* arrived at 5 a.m. the next day, October 27, and began tacking back and forth in 60 mph winds. By 1 p.m., defying all predictions and computer models at the National Hurricane Center, also located in Miami, the storm changed course to the southwest, right toward Roatan. It was almost like a live animal purposely hunting down prey. Burke's team and March decided to run the big schooner east, to try to thread a reef-strewn passage off Guanaja Island and get into deeper water. *Mitch* curved gently south to intercept her.

The animal found *Fantome* that afternoon. At 4 p.m., March reported the ship was rolling 40 degrees and the wind was 100 knots. It was the last transmission from the ship. To make matters worse — the only way they could get worse — the storm stopped moving. It stalled over the area for the next 30 hours.

There was no mayday from the ship, and her EPIRB never went off. The Coast Guard search lasted six days and covered 145,000 square miles — an area roughly the size of Montana. All they found was debris; lifejackets, liferafts and other flotsam, much of it bearing the name *Fantome*. Incredibly, a search plane located a woman in the water clinging to a piece of wood. At first, she was thought to be part of the *Fantome* crew, but it later turned out she was a Honduran native who had been swept out to sea by heavy rains and flooding.

The search was called off after a week and the 676-ton *Fantome* is now presumed to have foundered with all hands. At this writing, the lawsuits have begun. Relatives of a handful of crew members — all the crew were local Caribbean islanders except for March — have filed suit in Miami seeking more than \$1 million per family from Windjammer Cruises.

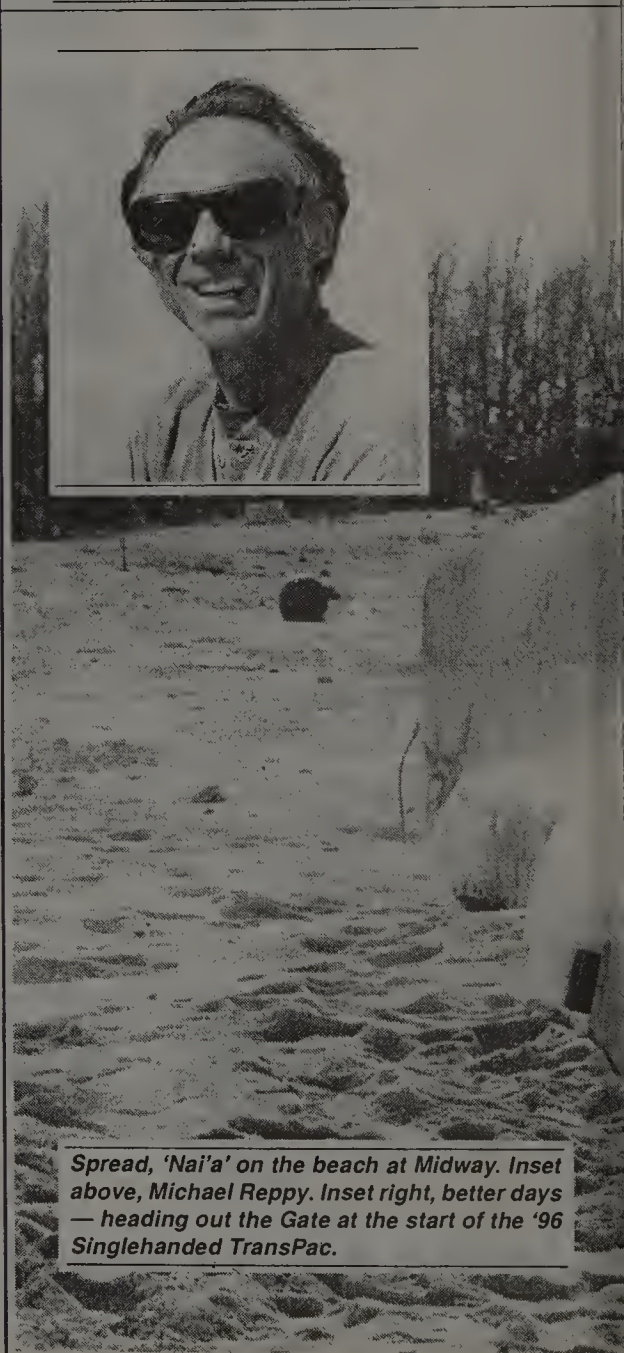
There's also a lot of second guessing going on. Accusations have been leveled that Windjammer 'chose the ship over the crew.' Some say the crew should have run *Fantome* aground purposely and flown away to safer ground. We weren't there, so we can't say with any authority what was and was not the best course of action. Based solely on what we've read about the incident, however, we'd have to agree with the

continued on outside column of next sightings page

incredible

November was a strange month for unmanned boats showing up in Hawaii. While *Nai'a* (see story beginning at right) made landfall at the western end of the Hawaiian chain, another abandoned and presumed lost boat showed up at the eastern end.

The 'incredible journey' of the 42-ft *Creditus* began last August. For the previous four years, the boat had been home to Bill and Penny Brownrigg, experienced cruisers who had sailed extensively in Alaska, Canada and the Pacific Northwest. Last summer, they departed Vancouver and were headed south to San Francisco when big weather intervened. The couple said later that they'd been in bigger seas, but this time the combination of steep, 15 to 20-ft waves and 40 to 50-knot winds proved more than the boat



Spread, 'Nai'a' on the beach at Midway. Inset above, Michael Reppy. Inset right, better days — heading out the Gate at the start of the '96 Singlehanded TransPac.

journey

could handle. When a drogue line failed, ripping some deck fittings loose, the Brownriggs called for help. On August 6, about 75 miles west of Cape Mendocino, they jumped from the flailing sailboat and were hoisted aboard a Coast Guard helicopter.

A radio buoy was reportedly placed aboard the yacht so it could be located and recovered when the weather abated. However, nothing more was heard or seen of it, and it was presumed to have sunk.

Last month, on Saturday, November 14, a dismasted sailboat was spotted 12 miles north of Upolu Point by a Navy helicopter that happened to be flying by. The Coast Guard cutter *Kiska* responded and guess what — it was *Credimus*. The yacht was towed into Reeds Bay in Hilo Harbor,

continued middle of next sightings page

fantome — cont'd

Windjammer captain who noted, "We made all the right moves with the best information we had."

"No matter how good a ship and crew is," said one safety-at-sea expert, "sometimes the storms win."

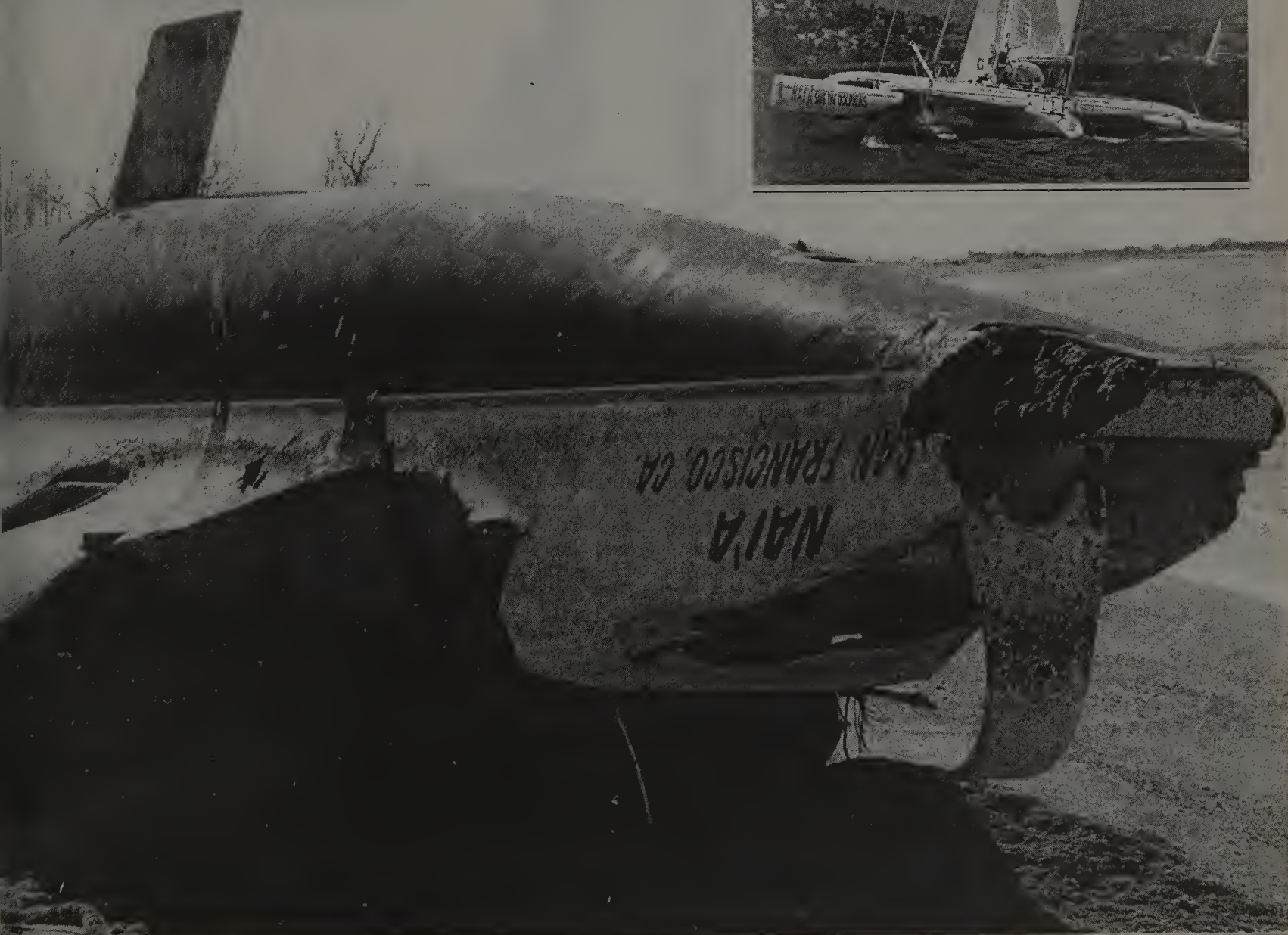
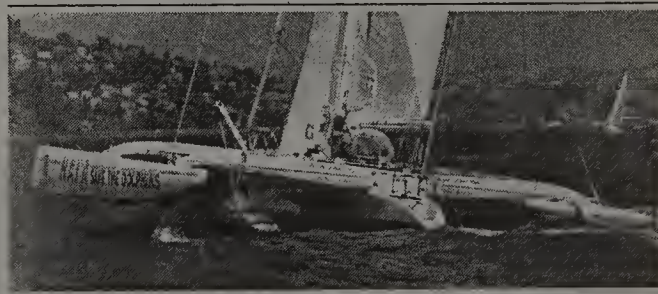
nai'a makes landfall

Michael Reppy got an interesting phone call last month. It was the Coast Guard. They told him his 36-ft trimaran *Nai'a* had finally made landfall — on Midway Island.

Nai'a, a Shuttleworth design built in 1992, departed the Bay on April 23, 1997. Reppy, a 51-year-old OSTAR and Singlehanded TransPac veteran, was aiming at a solo sailing record: the San Francisco to Japan run, set by fellow Bay Area multihuller Peter Hogg, who covered the course in 34 days and change in 1994 in his trimaran *Aotea*.

Everything went well until May 23. In fact, on that 30th day, he was only 300 miles out of Misake, Japan, and well on pace to set a new record. Then, in puffy conditions, a big gust hit while Reppy was below. *Nai'a* bolted down the back of a wave, buried all three bows into

continued on outside column of next sightings page



SIGHTINGS

nai'a — cont'd

the one ahead and pitchpoled.

Though shaken, Michael was well prepared. He donned his survival suit, launched his liferaft and set off his 406 EPIRB. Within only a few hours, he was rescued by a huge Japanese car carrier.

A request to the Japan Maritime Safety Agency — the equivalent of our Coast Guard — to retrieve *Nai'a*, or at least put a beacon on the boat so he could find her later, was denied as being 'against policy.'

Reppy remained in Japan for a week or so, working with environmental groups on issues related to whales and dolphins. (*Nai'a*'s record run was meant to draw attention to the issue. Ironically, her loss served much the same purpose.) There were only two sightings of the cap-sized boat, neither reliable enough to mount a recovery effort.

Midway, so strategic to the War in the Pacific a half century ago, is today a National Wildlife Refuge. Michael flew there in late November and found the boat where she'd landed on the beach at Eastern Island.

All that was left of the boat was the main hull, which was in amazingly good shape. The rig and floats were long gone. Allowed only an hour with the boat (you have to have a Fish and Wildlife escort while

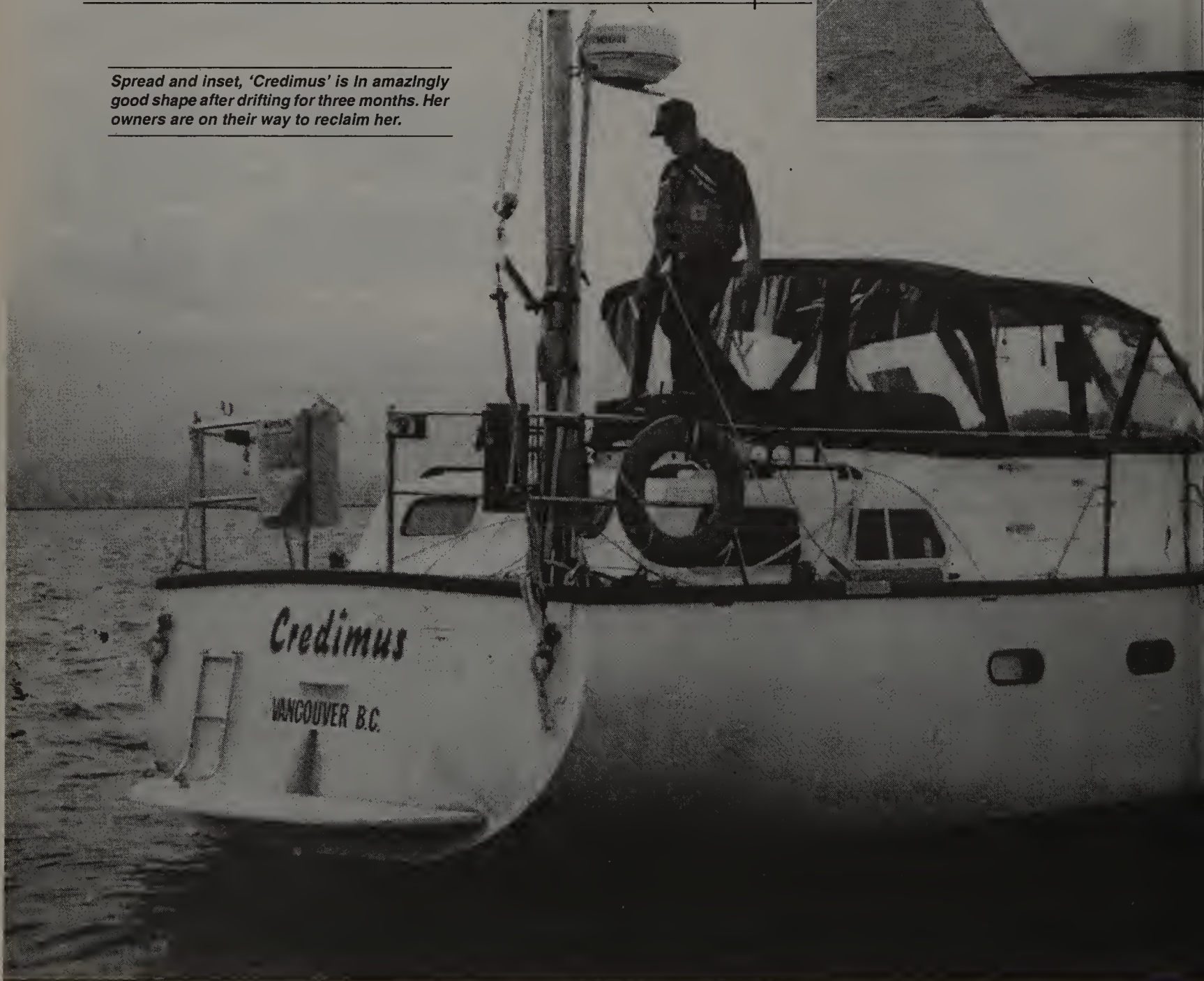
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credimus

where she sits at this writing. The harbor-master at Hilo said that except for the missing mast and a hole in the deck, the boat looked "pretty good" considering she'd been adrift for three months and more than 2,000 miles.



Spread and inset, 'Credimus' is in amazingly good shape after drifting for three months. Her owners are on their way to reclaim her.



— cont'd

The Brownriggs, contacted at home in Ireland, were reportedly on their way to Hawaii to reclaim their wayward sailboat as we went to press. We hope they'll contact us and fill in the rest of this amazing story when they get there.



PHOTOS COURTESY U.S. COAST GUARD 14TH DISTRICT

nai'a — cont'd

on Eastern Island), about all he had time for was to take a few photos and say good-bye. Eventually, the boat will be cut up and join the huge piles of mostly fishing-related debris that find their way ashore at Midway every year.

bandidos electronicos

I'm writing this to alert readers about bank fraud that's taking place in Mexico right now!

We have been in Mexico for the last two years, sailing our boat from place to place, and returning home occasionally. The boat is now in Puerto Vallarta. Several days after returning home on October 31, I checked my bank statement through the Internet. I was shocked to see withdrawals of \$300, \$400, and up to nearly \$700 per day from commercial establishments in Ciudad Juarez and other locations in Mexico! All took place after I was back home in the States.

I immediately contacted my bank and asked them to freeze my account. They informed me that international transactions could not be immediately frozen. The thieves had received authorizations from VISA for withdrawals using my combination credit/debit card. All authorized withdrawals had to come in before the account could be closed.

Between November 5 and 7, more than 25 transactions were made from Mexico City, Juarez and Chihuahua. The total of stolen funds looks like it will be between \$7,000 and \$8,000. I normally wouldn't have that much money in my regular checking account, but I was involved in a real estate transaction. Here's the good news: since I'd notified the bank of the problem within two days, the loss was covered by their insurance.

But I began to wonder what would have happened if I'd not come home to where it was easy to check my balance through the Internet. What if I had not bothered to check my account balance and had just waited for the statement to reconcile the monthly account? What if I had been beyond the two day limit? I had not lost my card, so I had no reason to suspect anything was wrong until I checked.

I probed my bank officials to see how this theft could have happened. They seemed unsure of the mechanics of the fraud. Since it was not their money — the insurance company would pay it — past instances of such theft had not caused them to learn much about how this happens. Neither they, nor I — who have given it a lot of thought — can still say for sure how this theft was accomplished.

We'd used the card to pay for meals, get money from automatic tellers, and get money from the bank when we wanted to exceed our automatic teller limit. As a result, many people had access to our number. Apparently no PIN number is needed for purchases through a merchant — just the card number. Many of the charges were at Sanborn's, which is a large restaurant chain in Mexico. How this was done is beyond me, because it's hard to imagine a customer getting \$600 "cash back" at a restaurant cash register. I suspect the thefts were done electronically by insiders who can see account balances and capture account numbers.

Our bank has "credited back" the amount stolen. Somehow I am uneasy with the term "credited back" — was this a temporary loan from my bank while they get more facts from merchants? We pray the insurance will pay, as we have been told.

We return to the land of *bandidos* in a few days. We love many things about Mexico, but as Dorothy said, "We're not in Kansas anymore, Toto!" We've just got to be more wary and cautious. From now on, we'll use cash and traveler's checks, despite the fee charged in many places for using the latter.

For those of you who will continue to use cards, the only advice my bank could offer was the old, traditional stuff: don't give out your PIN number, don't give the number over the phone, and take as much care as you can in who you do give the number to.

— name withheld by request

outbound leg — ornaith returns to sea

By the time these words reach print, Ornaith Murphy, one of the Bay Area's most adventurous solo women sailors, should be on the Pacific working her way south aboard her modified Cal 39 Mark III *Sola III*. The brown-haired, blue-eyed Ornaith has no specific destination and no particular schedule, other than to return to the Golden Gate in six to eight months.

"I'm just going south," says Murphy, 53, who grew up in Ireland before coming to the States to study at UC Berkeley in 1963. The first singlehander to sail nonstop from San Francisco to Cape Horn in 1994, Ornaith has as many sea stories as a shelf full of Jack London books. In the past decade, she's also voyaged to New Zealand and back. During her adventures she's been attacked by a whale, hit by lightning and rendered rudderless off Cape Horn.

She also has the bumps and bruises to show for her efforts. Her shoulder still aches from a harrowing trip up the mast on her initial trip to Hawaii in 1988. Medically more serious is her left knee, which was badly broken after a car threw her 60 feet through the air in 1989. Following that encounter, she spent two years in a wheelchair and suffered chronic pain from osteoarthritis. Doctors frowned on her notion of going to sea again.

In 1993, Ornaith discovered Dr. Kevin Stone of San Francisco. His Stone Clinic specializes in orthopedic sports medicine, and his patients include some high profile athletes like Olympic skier Picabo Street. Stone performed extensive surgery to stabilize Ornaith's knee. After four months of rehabilitation, she set on her quest to round Cape Horn. Although her rudder broke a week before reaching her target, she fashioned a jury rig that got her the rest of the way.

She had made her goal, but the pain in her knee told Ornaith her voyaging days were likely over. Then she heard about a new treatment for arthritis pioneered by Dr. Stone, and she became involved in one of several control groups required by the FDA before formal approval.

In March, 1997, Ornaith returned to the Stone Clinic. This time Dr. Stone performed an articular cartilage transplant, an experimental procedure wherein her own cartilage was taken from a healthy but 'unneeded' part of the knee and grafted to the damaged area. There is some evidence these grafts could result in actual cartilage regeneration, although such speculation is far from conclusive.

The operation worked for Ornaith. She embarked on a rigorous rehabilitation program which included free weights, Nautilus and step aerobics. This past summer, she gave the joint a 'shakedown', delivering a friend's boat back from Hawaii. Everything worked fine and, according to Ornaith, the knee is "A #1."

Visions of the Southern Ocean, with its spectacularly varied sky and long, majestic waves, soon refilled Ornaith's head. In September, she started outfitting *Sola III* for another expedition. Several modifications made for a previous attempt to go south in 1994 are still on the boat, such as the aluminum bowsprit for light weather sails and a set of stanchions for support on either side of the mast. New additions include an extra staysail stay, which gives her four headsail options, and considerable fiberglass reinforcement at the bulkheads to help withstand the tremendous pounding the boat will take on the rough seas near Cape Horn.

Sola III has a new rudder, as well as a spare. The latter came courtesy of two of Ornaith's many fans, Dan Newland and Gary McLuen. When the two of them heard about her shoestring budget, they offered to design and build the blade for free if she bought the materials.

Ornaith's support team also includes family and friends. Her husband Kieran, whose own recreational inclinations have nothing to do with small boats on the ocean, has provided "stupendous" support. Likewise, her two sons Michael and David have pitched in, along with her visiting Irish niece Alicia Durity. Also on the team are sailmakers Synthia Petroka and Kame Richards, provisioner Priscilla Woo, and electrical wiz Dan Harrington. Her main men in terms of boat preparation were Lim Dao of LTD Marine and Glenn Hansen of Hansen Rig-

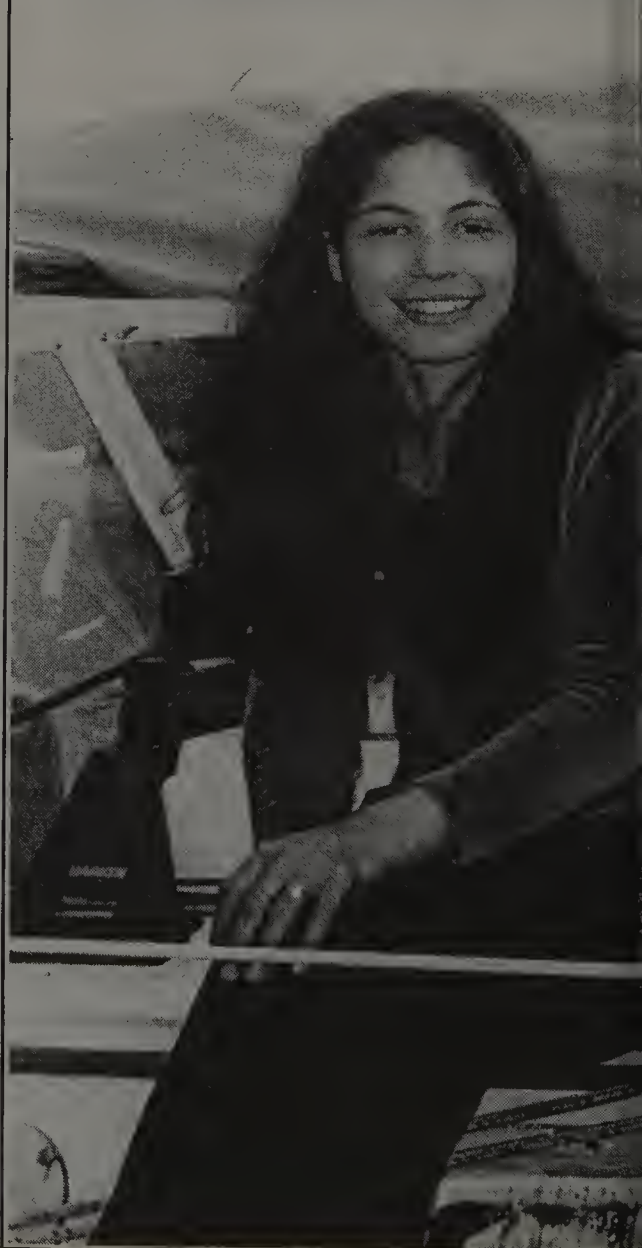
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star

Up until early November, the 550-ft *Starman* was just another bulk carrier. Now the Greek-owned, Cyprus-flagged ship is enjoying something of a hero status. On November 5, as part of the AMVER (Automated Mutual-assistance Vessel Rescue) system, she rescued recreational boaters in trouble — twice in the space of 24 hours!

The incidents occurred in the Gulf of Mexico on November 5 and 6, under the backdrop of by-then Tropical Storm *Mitch*. The first call came in to the Coast Guard on the 5th. It was a *mayday* from the 58-ft motor yacht *Victoria*. They reported (via a radio relay from another ship) that they were 300 miles off St. Peters-

Ornaith Murphy (second from right) and some of her support crew (l to r): niece Alicia Durity, son Michael Murphy and Synthia Petroka.



power

burg, disabled and taking on water. There were six people aboard.

The Coasties launched a C-130 and contacted the AMVER system, which provides the projected positions of some 2,800 ships a day in all the oceans of the world. The *Starman* was closest, and agreed to divert and assist. The C-130 vectored the big ship in, and the crew of six was taken aboard safely.

While circling above the rescue, the C-130 was hailed on VHF channel 16 by the 46-ft sloop *Seeker*, reporting it had lost steerage and required assistance. Once again, the Coast Guard asked the ship to divert and directed it to *Seeker*. The ship

continued middle of next sightings page

ornaith — cont'd

ging.

Ornaith says she's more hooked than ever on ocean voyaging — and more aware than ever of the importance of being cautious and safety conscious. She has her indulgences, though, including a pair of stereo systems for her music, and a library of about 100 books. Among those are various language dictionaries, which may come in handy if she decides or needs to go ashore. "On the last trip, all I had was a copy of *Don Quixote* in its original text," she says with a twinkle in her eye. "While I was drifting off the coast of Chile without a rudder, I wondered how the locals would react if I started speaking to them in 16th-century Spanish!"

Contact with Kieran and others back home will be via satellite. Ornaith is again carrying a Trimble Galaxy satcom system for messaging and getting weather information. She'll also be sending regular updates to the Stone Clinic to let them know how their handiwork is holding up.

— shimon van collie



SHIMON VAN COLLIE

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SIGHTINGS

floating philanthropist update

If all sailors behaved like Eric Blackburn, ours would be the most sainted sport of all. When this handsome young Canadian walked into the *Latitude* offices a couple of years ago, his heartfelt ambition seemed too good to be true. Having built his own 30-ft sloop, named *Chickadee*, *Spirit of the Kootenays*, in the mountains of British Columbia, he intended to singlehand her around the world, with the greater purpose of establishing "sister-school" relationships between kids in third world countries and North America.

When Eric left Sausalito in September of 1996, he had shoebox-sized goodwill packages stuffed into every nook and cranny of his little red boat. Within each box were simple treasures such as pencils, pens, rulers, erasers, photographs, trading cards and 'pogs', as well as notes

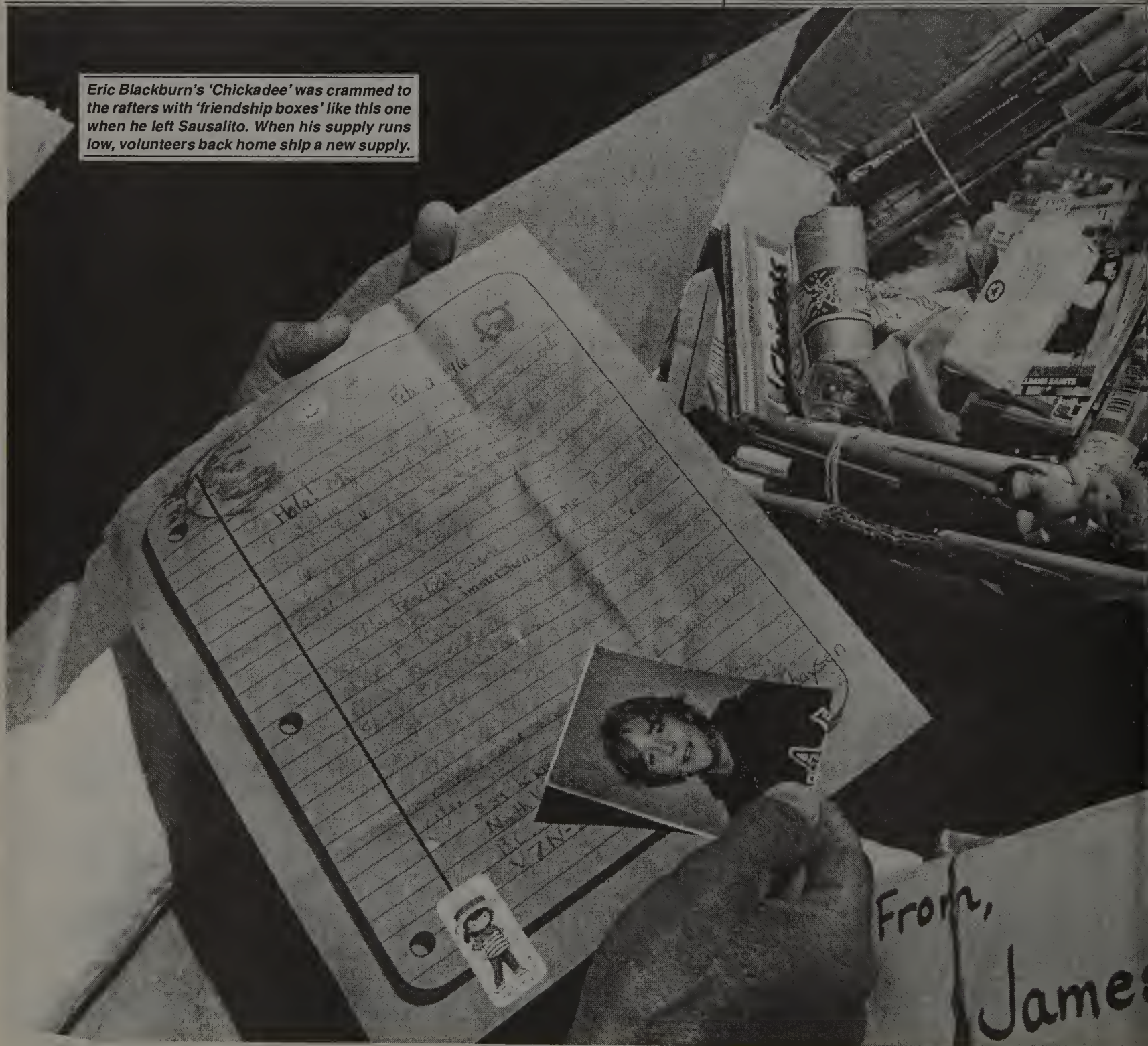
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star

arrived on scene just as the plane had to depart to refuel.

Due to heavy seas and high winds, the captain of *Starman* wisely chose not to come alongside the wildly flailing yacht. (The worsening weather dismayed *Seeker* during the rescue.) So the *Seeker* crew, one by one, jumped in the water and made their way to liferings and rafts tethered to the ship. They were all hoisted aboard uninjured, although the ship's chief mate suffered a serious head injury during deckwork on the rolling ship.

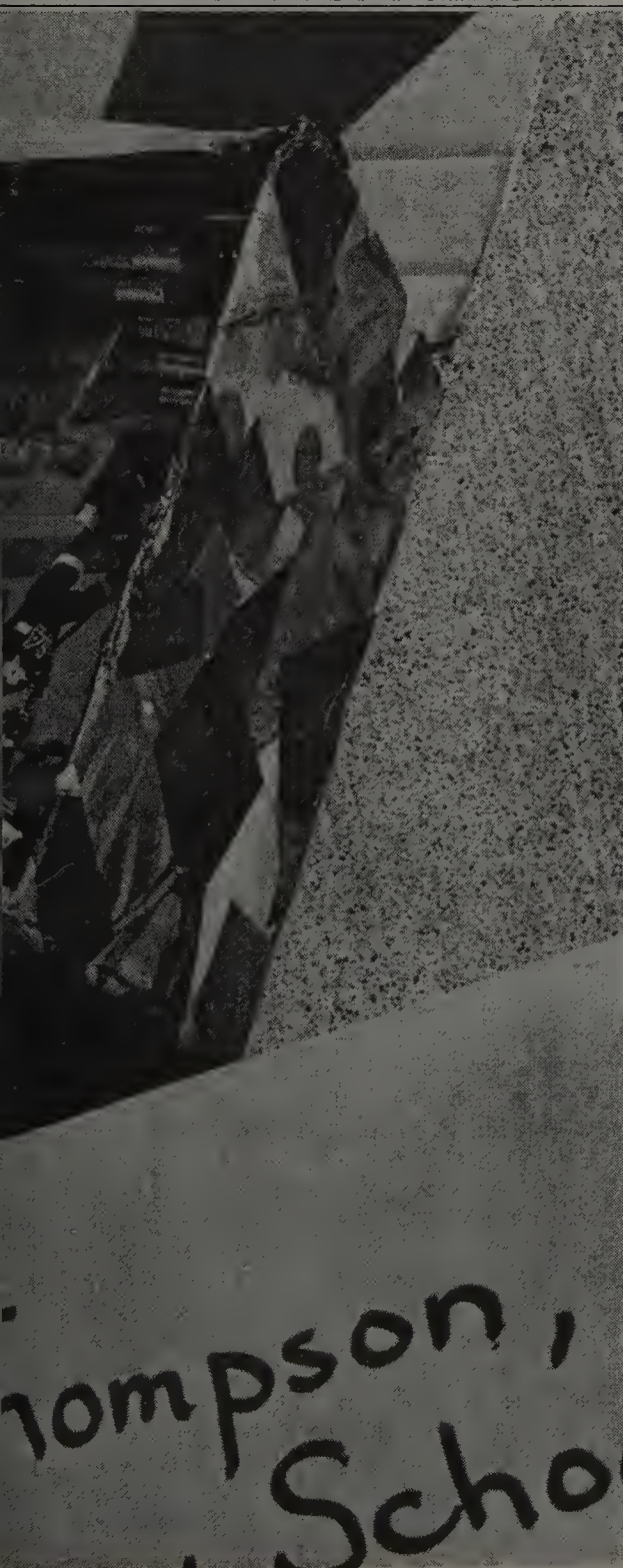
Eric Blackburn's 'Chickadee' was crammed to the rafters with 'friendship boxes' like this one when he left Sausalito. When his supply runs low, volunteers back home ship a new supply.



— cont'd

The AMVER network provides search and rescue assistance to rescue coordinators throughout the world in an emergency at sea. AMVER is a voluntary, worldwide ship reporting system involving merchant vessels from 143 nations.

In recent years, AMVER has been giving awards to member ships involved in dramatic rescues. You can bet the *M/V Starman*, owned by Transman Shipping Enterprises of Athens, will be receiving her share when the international awards are announced this month.



LATITUDE/ANDY

philanthropist — cont'd

from Canadian and American school children who hoped to establish ongoing pen pal relationships (See *Sightings*, October, '96).

Eric set out with the ambitious goal of completing his circumnavigation in three years. He soon found out, however, just how unrealistic that target was, given his commitment to interact with as many underprivileged kids as possible. During his year in Mexico, he visited orphanages, missions and many schools in poor, rural areas where teachers and students were always thrilled to receive his 'friendship boxes.' When he first conceived the pen pal idea, he had no way of knowing that some of the schools he'd encounter would be so drastically underfunded they couldn't even afford the postage to send a single letter back to the U.S. or Canada. Eric has since found creative ways to facilitate the exchange, sometimes accepting offers from cruising sailors willing to personally carry them north by boat or by air.

Throughout his travels, Eric has updated the hundreds of Canadian and American students who've participated in his nonprofit 'World Kids Voyage' project via his Website at www.worldkidsvoyage.org/. IBM and other high tech companies donated a laptop computer and the other compact components that allow Eric to post reports and answer emails whenever he makes a civilized landfall. He hopes someday to be given an Iridium satellite system, which would give him even greater communications flexibility as he moves farther afield.

The notion of getting the Third World schools he visits connected to the Internet is completely unrealistic in most cases, but Eric has been successful in organizing donations of old typewriters and some used computers. One of his dreams is that once sister-schools build strong relationships, big-hearted North Americans will do some fund-raising for specific improvements to their partner institutions.

"As I've gotten off the beaten track into places tourists don't normally go, I have seen some pretty disturbing sights," Eric reports. "Pollution in the sea so thick you could float a bulldozer on it; poor kids and street kids in a terrible state of misery; schools with broken windows and bullet holes in the walls; sick old men drifting aimlessly in the shadows, and worm-infested dogs and cats lying dead in the gutters.

"One cannot help but want to reach out a little and do something. Educational tools, compassion, action and basic resources go a long way."

With the company of his ship's cat, Diesel, whom he rescued as a kitten from beneath a Mexican bus, Eric continued slowly southward this year into El Salvador and Nicaragua. *Chickadee* was hauled out in the latter location last month while he went home for "a much-needed rest." In his absence, Hurricane *Mitch* devastated the area, giving Eric a new focus for his philanthropy. Before heading back to rejoin his boat — which miraculously came through the 180-mph horror relatively unscathed — he mounted a commendable relief campaign in British Columbia. "So much was lost, when they had so little to begin with!" notes the young Canadian.

Having built his boat and created his cruising kitty by working in coal mines, on oil rigs and on fishing boats, Eric is not one to shirk hard work. He's been an inspiration to a number of cruisers who volunteered their time to help with school projects before the hurricane hit, and will continue to do so now. In Nicaragua, apparently, many schools have been damaged or destroyed.

Eric encourages others to reach into their hearts and contribute funds or tangible goods to the Central American relief efforts (see below). And he welcomes more schools to join his program. (Visit the Website and click on "Get Involved.")

Prior to the big blow, *Chickadee's* long-term goal was to head to the Windward islands of the Eastern Caribbean, then sail south to Brazil and transit the Amazon to the jungles of Peru, spreading hope and friendship all along his route. For a kid who grew up isolated in a coal town in the Canadian Rockies, Eric Blackburn is a man with remarkable vision and selfless determination. We salute his efforts and wish

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philanthropist — cont'd

him God's speed. If we all had hearts as big as Eric's, it would be a different world indeed.

The following members of InterAction, a Washington-based association of aid agencies, are accepting contributions for assistance to victims of Hurricane Mitch: American Red Cross 1-800-435-7669; Catholic Relief Services 1-800-235-2772; Baptist World Aid 1-703-790-8980; C.A.R.E. 1-800-422-7385; Church World Service 1-800-297-1516 ext. 222; OXFAM America 1-800-776-9326; Salvation Army 1-703-684-5528; Save The Children 1-800-243-5075; World Relief 1-800-535-5433; and World Vision 1-888-511-6565.

the best sea story ever?

There are sea stories and there are sea stories. Few hold a candle to the one you're about to read. It appeared most recently in John Brooks' "Wharf Rat" column in the *Mystic River Press*, which somebody sent us in the mail. Brooks says he first read it in a *Sea* magazine 20 years ago. The tale is reportedly corroborated in the archives of Lloyds of London for reasons which will soon become apparent.

On October 16, 1829, the schooner *Mermaid* departed Sydney, Australia, bound for Collier Bay on that country's northwest coast. Several days into the passage, the wind died and the ship began drifting toward the Great Barrier Reef. Unable to anchor in the deep water to seaward of the reef, she was helpless. A squall eventually drove her onto the reef, ripping her bottom open. All 20 of the passengers and crew piled into the lifeboats with supplies, and shoved off to seaward.

Later that day, they were spotted by the bark *Swiftsure*. After rescuing them, the ship headed north. Five days later, off the coast of New Guinea, *Swiftsure* was also becalmed and, you guessed it, swept onto rocks by the current. Again, everyone abandoned ship into the lifeboats and again, no lives were lost.

Within hours, the complements of both ships were rescued by the *Governor Ready*, a schooner bound west with a cargo of lumber. With the lifeboats of the *Mermaid* and *Swiftsure* in tow, the *Governor Ready* resumed her course.

Within hours, a fire broke out. Before it could be controlled, the fire spread to the hold. The captain had no choice but to order, "Abandon ship!" They did, and watched the *Governor Ready* burn to the waterline and sink.

Within a day, the lifeboats were spotted by the Australian revenue cutter *Comet*. After hauling everyone aboard and hearing their tales of shipwreck and rescue, a muster was taken. Amazingly, everyone from all three ships was accounted for. There had been no loss of life.

Five days after the rescue, *Comet* got slammed by heavy weather that carried away her rudder, one of her masts — and the three lifeboats she'd been towing. Showing uncommonly poor judgment, some of the crew launched *Comet's* boats and abandoned the slowly sinking ship and her human cargo.

But the weather abated and just before the *Comet* went down, the packet *Jupiter* happened along. She rescued everyone off the sinking ship, as well as the errant crew in the lifeboats. After everyone was aboard, a roll call revealed that once again all had survived.

It is not recorded, but after hearing the incredible tale from the people off four different ships, one can't help thinking that some of those aboard *Jupiter* were — to say the least — concerned. They should have been. On her way to port, under full sail in broad daylight, *Jupiter* slammed head-on into a reef.

A nearby passenger ship witnessed the accident. The *City of Leeds* came immediately to the rescue and took everyone aboard. And we mean everyone. Five shipwrecks in a row and everyone lived to tell about it.

And now for the incredible part of the story.

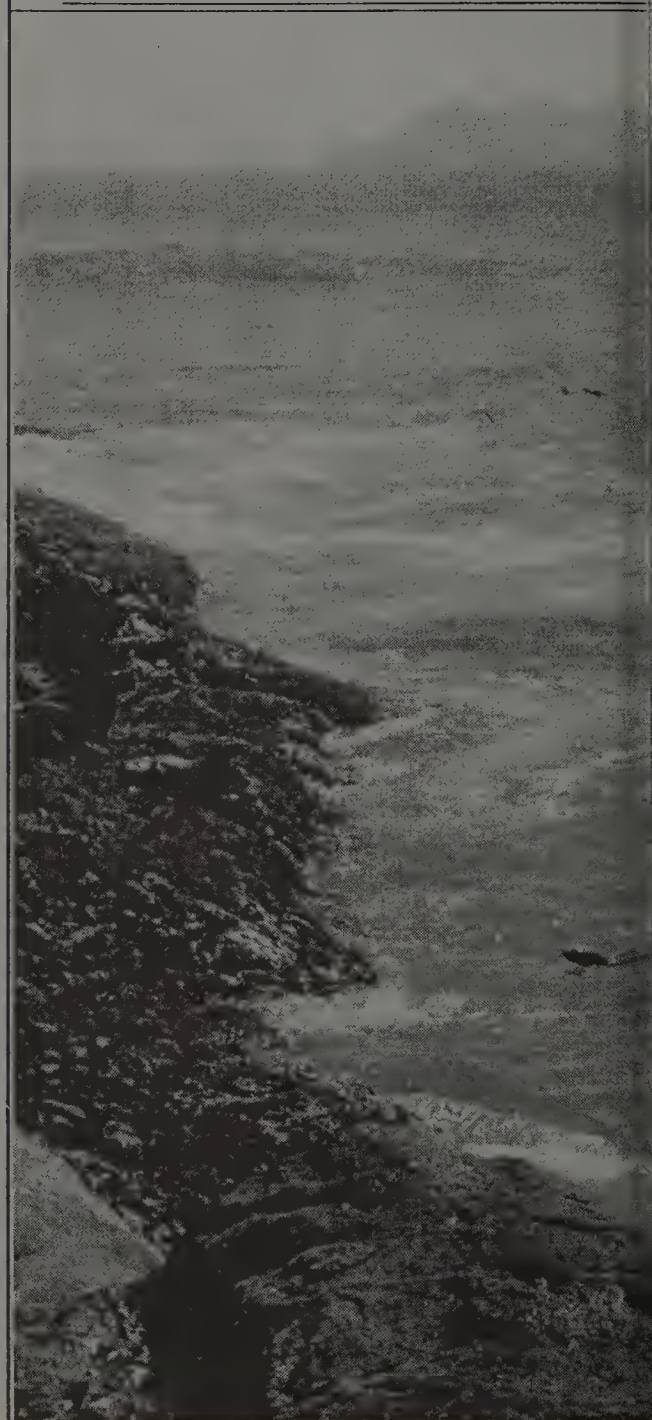
One of the passengers aboard the *City of Leeds* was Sarah Richley,

continued on outside column of next sightings page

internet

It is the state policy of the National Weather Service to make as much information as possible free for use on the Internet. However, it has come to our attention that certain commercial weather routers are asking who is 'regulating' the data. This is an obvious prelude to another attempt to reduce the amount of data available. This is a safety issue for everyone who uses the sea. The Internet is a wonderful tool, the best way we have found for learning analysis and weather forecasting while ashore.

A little history is worth repeating. In 1993, there was an attempt to eliminate radio transmission of fax charts. In 1995, Congress mandated that the National Weather Service could no longer pay the



tea party

\$35,000-per-year phone costs of transmitting fax data to the Coast Guard. The Coasties stepped in and authorized these costs from their budget. In 1997, 96-hour and sea-state forecasts were eliminated — and then reinstated in September of 1998.

It is vitally important that we all let our elected representatives know how important these services are to us, and that we want not only the radio fax transmission retained, but the Internet dissemination as well. One point of contact is Jack Kelly, the NOAA Administrator. You can reach him at Jack.Kelly@NOAA.gov.

— *steve dashew*

best sea story — cont'd

an elderly British woman. She was bound for Australia in search of her long lost son who had run away 15 years earlier. But she had become critically ill and was not expected to live until the ship made landfall.

In her delirium, she kept calling for her son. The ship's surgeon, a compassionate man, was desperate. Perhaps if there was someone in the cast of survivors who fit the physical description, that man could 'play the part' and give the woman comfort in her last hours.

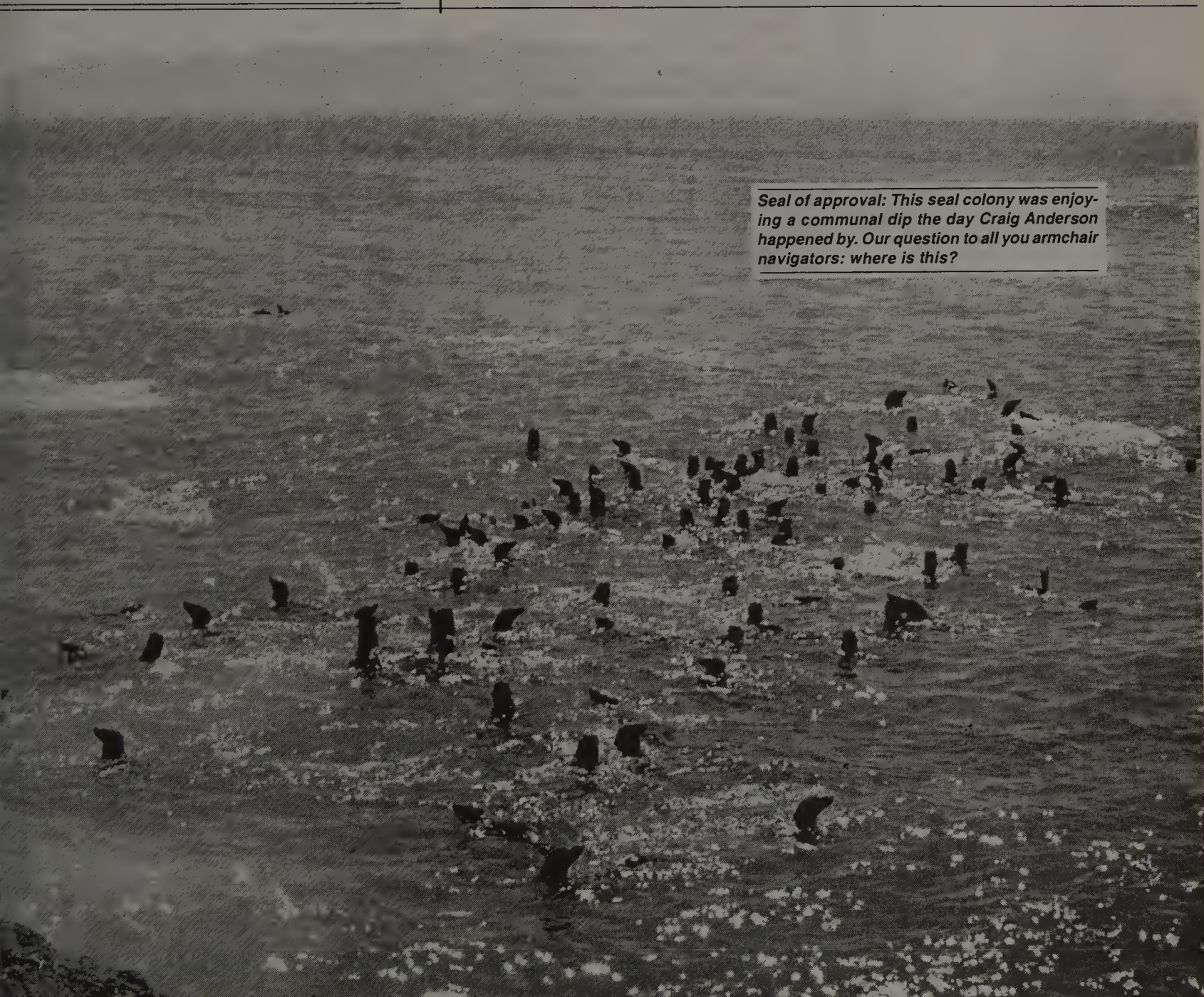
The doctor interviewed several crew and passengers from the five ships, finally settling on a 30-year-old seaman from the *Mermaid*. He was born in England and had the requisite blue eyes and brown hair. He agreed to play the role to give the dying woman some comfort.

The doctor explained that the woman was from Yorkshire and that her name was Sarah Richley. The sailor's face went pale.

"What's wrong?" asked the doctor.

"I can't believe it," the sailor replied. "I'm Peter Richley. I'm her son."

Once reunited, Mrs. Richley's health improved and she eventually recovered. With her son, she settled in Australia to live another 20 years.

A black and white photograph showing a vast colony of seals, likely fur seals, on a sandy beach. The seals are scattered across the foreground and middle ground, some resting and others appearing to be in motion. The background shows the ocean and a distant shoreline. The image is grainy and has a high-contrast, almost halftone-like texture.

Seal of approval: This seal colony was enjoying a communal dip the day Craig Anderson happened by. Our question to all you armchair navigators: where is this?

local sailor wins leg 1 of around alone!

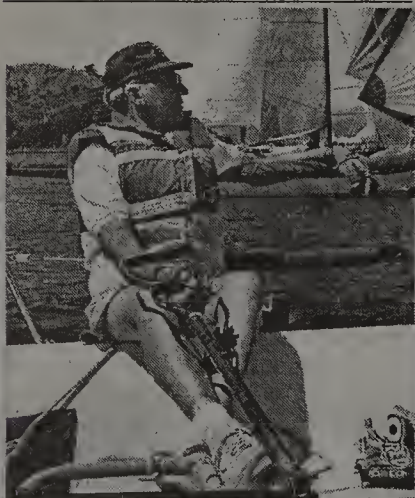
Okay, okay, calm down. It's true that Tom Goodwin, often seen bashing around the local buoys with his *Express 34 Two Scoops*, did indeed win Leg I of the current Around Alone Race — the *virtual* Around Alone. (An update on the real Around Alone appears later in Sightings.)

As with the Whitbread, Quokka Sports of San Francisco runs the official race website. And as with the Whitbread, you can enter a 'virtual' boat in the race. Just like the real competitors, virtual solo sailors have to play various weather systems and strategies to find the fastest way from, in this case, the start in Charleston, South Carolina, to Cape Town, South Africa. Well, at least that's the intent. The reality this time is that Tom pulled the victory out in a slightly more backhanded kind of way. . .

On or about 10:09:26 GMT on October 25, *Two Scoops* won Leg I of the www.aroundalone.com virtual race. That 'on or about' gets it down to the second. The real Around Alone race started on September 26, but there was a glitch in the virtual start — the computer wouldn't let us steer our boats til we got out of Charleston almost two days later.

I began an easterly course, basically following the path of the real Around Alone leaders. I made some corrections, but generally headed *Two Scoops* toward the wind like they did. By the morning of October 2, I had made a long extension

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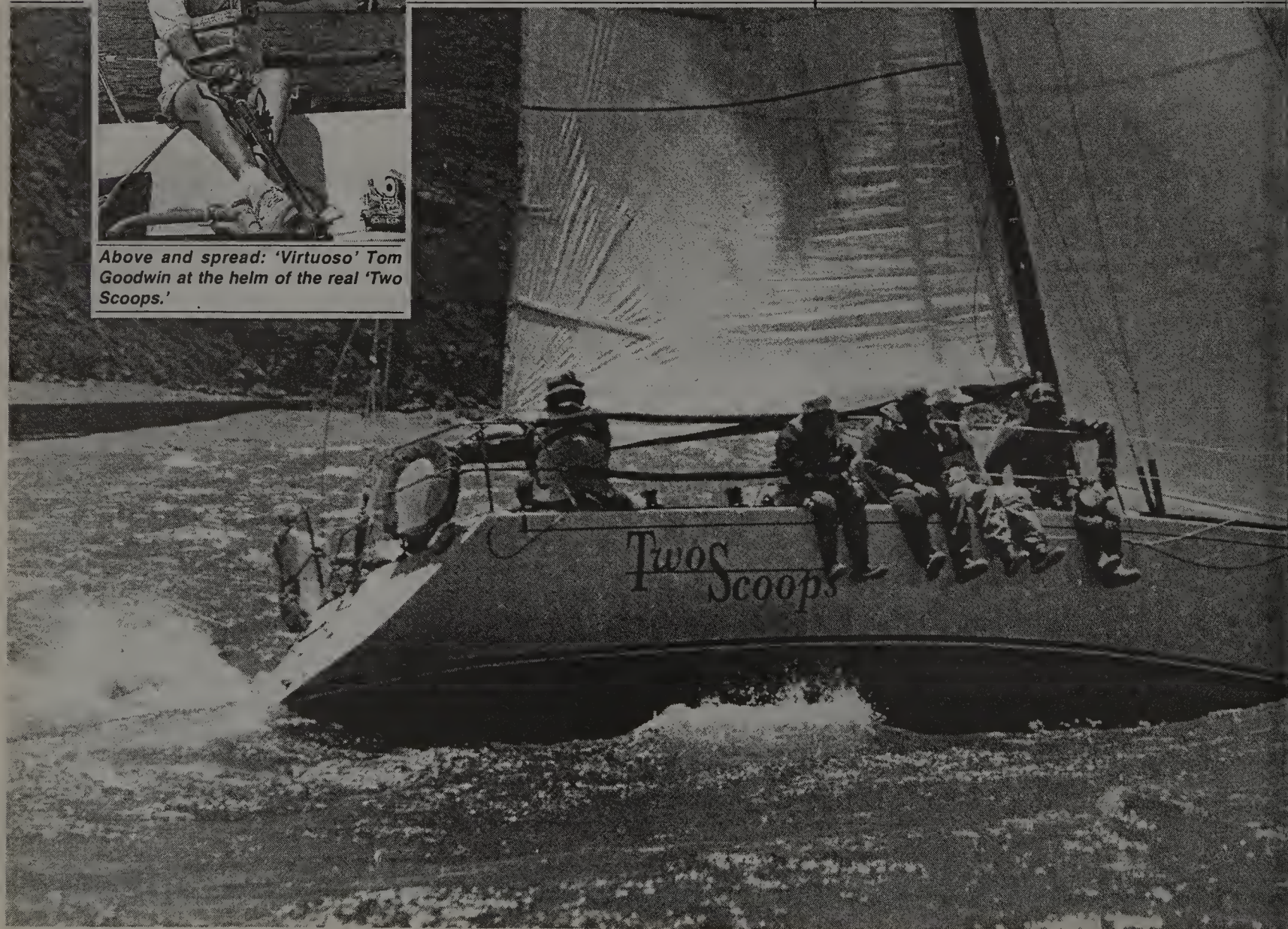
Above and spread: 'Virtuoso' Tom Goodwin at the helm of the real 'Two Scoops.'

coast

Last month was a bit slow for the Coast Guard in terms of 'significant' search and rescue (SAR) cases — with one tragic exception: the loss of the crab boat *Warrior* and two of her crew. Here's a quick run-down of Coast Guard activity in the 11th District between mid-October and mid-November.

October 28 — Coast Guard Station Monterey received a call from the sailing vessel *Flash*, reporting that the boat's captain had been injured during a sailing maneuver. The other crewmembers on board were inexperienced sailors, with some suffering from seasickness. A 47-ft motor lifeboat from Station Monterey responded, but was unable to remove the injured captain due to dangerous sea conditions. The Coast Guard boat escorted *Flash* to Monterey and family members took the injured captain to the hospital.

November 1 — Coast Guard Group San Francisco received a call from East Bay Regional Parks reporting a pleasure



watch

craft aground and taking on water in the mud flats off Hayward Landing. Two passengers from the vessel swam ashore and notified park rangers. Four other persons, including three children, remained aboard the vessel. A boat from Station San Francisco arrived on scene but was unable to approach the vessel due to shallow water. A helicopter from Air Station San Francisco hoisted the four persons off the vessel and transported them to Hayward Airport. None required medical attention. The owner of the vessel planned to retrieve it the next day.

This case serves as a good reminder of the importance of carrying up-to-date charts of the area where you plan to sail. On the chart, you'll notice that 40 to 50% of San Francisco Bay south of the Bay Bridge, and most of San Pablo Bay, have water less than four feet deep at low tide. Many people get in trouble by going into a shallow area at high tide, then getting

continued middle of next sightings page



SPREAD: LATITUDE/JR; INSET: LATITUDE/CHRIS

virtual around alone — cont'd

of my next waypoint going east. Then, about 8 a.m. I closed my computer and boarded a plane for Amsterdam and a 23-day bicycle ride through the Netherlands.

I returned to Oakland Airport about 3:30 Friday afternoon, October 23. By 5:30, I was preparing my 'real' *Two Scoops* for the Great Pumpkin Regatta at Richmond YC. Saturday and Sunday were two fine racing days for the Express 34.

On Monday morning at 7 a.m., I turned on my computer, clicked on the Around Alone website, and immediately got some wrong information. It said *Two Scoops* had won the first leg of the Around Alone virtual race. Stunned more than surprised, my only thought was that there must be two boats with the same name. But no, there was only mine. By that afternoon I had a congratulatory note from Quokka Sports. I really had won!

I have won many sailboat races, but this was the strangest feeling I've ever had after a win. Especially after my mediocre showing in the virtual Whitbread. I was in eight legs of that race and knew a lot about how the winds, waves and computers work. But I did terrib. . . well, not so great. This time, I can't even remember where I was in the Around Alone fleet as I left for Europe. But somehow the computer-generated course made *Two Scoops* dive for Cape Town at just the right time. (Even if you don't do anything, your virtual entry will still make it to the finish.)

I was advised to sharpen my computer/sailing skills for the next leg. It won't be easy, I'm told. So I'm formulating my strategy carefully. Maybe I'll head south right into the Roaring Forties past the Dutch *Waakzaamheid*. Then on down to the Fighting Fifties, surfing by HMS *Leopard* stationed near Desolation Island, followed by a blazing run on to victory in Auckland.

Then again, maybe I'll steer my virtual boat past the starting line and forget about it for three weeks. I can hear the champagne popping now.

— tom goodwin

21 86'ed

Freedom of the seas has triumphed over the New Zealand yacht inspection laws. In a decision on November 5, the New Zealand High Court of Appeals upheld the case of longtime cruiser Bill Sellers, who had been convicted because he had left the country in his yacht without submitting to the inspection required by Section 21.

Section 21 of the Maritime Transportation Act became law in February, 1995, as a direct result of the huge and expensive rescue effort mounted for the Queen's Birthday storm the previous June. Section 21 gave the Director of NZ's Maritime Safety Authority the right to perform a safety inspection on all pleasure boats, foreign and domestic, that were preparing to depart New Zealand. Under Section 21, boats could not be cleared out of the country without passing the inspection — thereby being forced to comply with the New Zealand requirements even if they might conflict with the laws of the yacht's own flag country.

Since that time, there has been an outcry by members of the cruising community against the law. The objection was not primarily because of the equipment New Zealand required (liferafts, radios and other safety gear most of them carried anyway), but more because they felt that the new law violated the freedom of the seas and the customary practice of all nations to observe international maritime law. Maritime treaties signed by New Zealand and many other countries give transiting vessels right of free passage, and the responsibility for safety equipment rests squarely with the ship's flag nation.

Sellers' case has gone through a series of appeals right up to the high court. The Court's decision stated: "The Director in his procedures for the grant of clearance under s21(1) has set minimum requirements which are not permitted by international law. Those re-

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section 21 ruling — cont'd

quirements are in breach of the powers conferred by s21(1) as that provision is to be understood at present. Mr. Sellers should not be held to be committing an offense for not complying with requirements set without lawful authority.

"It follows that we allow the appeal and quash the conviction and sentence."

The worldwide cruising community owes a debt of thanks to the few yachtsmen who, as residents of New Zealand, were able to stay and carry on the legal challenge of Section 21 long after all the others had sailed on to new ports of call. In particular, the effort was led by Michael Donnan of the yacht *Kantala*, who wrote the argument that was ultimately accepted by the Court of Appeals; Kim Taylor, Michael Harris and, of course, Bill Sellers. They stood up for all of us.

As of November 4, 1998, foreign yachts wanting to leave New Zealand will not be subjected to the safety inspection formerly required under Section 21 as a condition of clearing out. There is (and had been for several years before 21 was implemented) a voluntary declaration called the "10 Minute Form" in which the departing skipper can, if he wishes, provide New Zealand authorities with a full description of his yacht, his intended destination and a list of safety equipment he is carrying. In this way, the concerns of the Port State responsible for search and rescue can be addressed without compromising the sailor's rite of passage to the high seas.

— paul and susan mitchell

Mike Harris in New Zealand is preparing a web page with full details of this historic case, its background and the text of the Court's decision. The site should be up and running as this issue comes out. A link to the new page can be found at www.pangolin.co.nz.

christmas books

In what's become something of a holiday tradition, December marks the sole month where we do book reviews. And if sailors are on your list, there are plenty of new or nearly new volumes out there to choose from. Once again, we'll admit right up front that we have not read every word in every one of these. But we've given them a darn good browse. We'd be thrilled to find any of them under our tree.

Ultimate Sailing (Sharon Green, \$40) — Might was well start at the top. If you like coffee-table photo books, you can't do any better than this. Anyone who's been sailing longer than about five minutes knows Sharon's work. What boggles our minds is that she keeps getting better at it. Every photo in this collection throbs with power and beauty. *Ultimate Sailing* spans more than a decade of her photography (including many on-the-Bay shots), and if you're anything like us, your heart will be thudding at aerobic speed the whole way through.

Sailing Thoroughbreds (Beken of Cowes, \$75) — The Beken family of Cowes, England, has been chronicling yachting practically since it was invented. And they do it with precision and a practiced eye that always sees the most flattering angle of any boat. This collection spans the globe from the Solent to the Med to the Caribbean, and yachts from cutting edge maxis to splendid classics. Included is the now-famous noseplant (up to the mast) of *Silk 2* at Cowes Week '96, which may be worth the price of admission alone.

William Fife (Franco Pace, \$70) — We have a soft spot for books that celebrate the life of famous sailors, designers or yachts. This year's standout pays homage to the great Glasgow designer and his sons. Careful research and a dash of hero worship have yielded writeups of the important boats, and splendid photography of the many surviving ones. Hauntingly, the preface was written by Eric Tabarly, who fell off his long-owned Fife cutter and perished earlier this year.

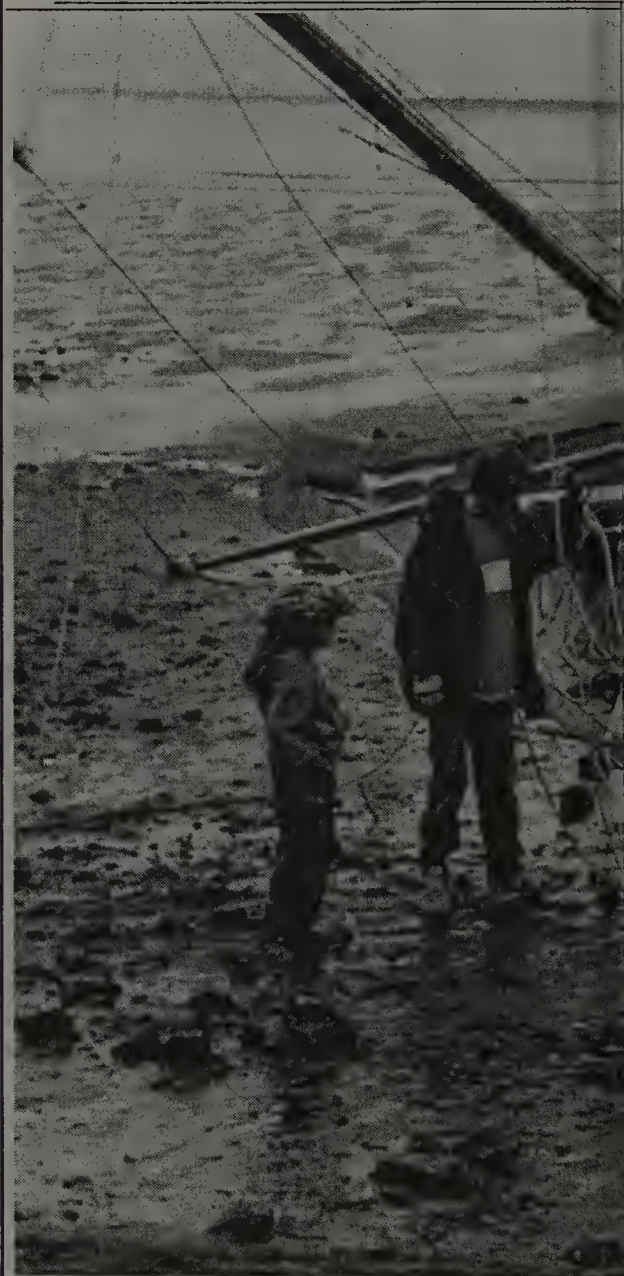
Welcome Aboard (Matthew Walker, \$25) — If you liked the book *Down Below*, you'll love this one. It continues the theme of taking a peek below decks in some of the world's great yachts, as well as at the boatbuilder's art, the vocation of its author. Several local (and formerly

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coast watch

stranded when the tide goes out. And please note that, as in the case above, most Coast Guard boats draw more than four feet and can't access those areas in order to effect rescue. By using your chart, tidebook, and knowledge of your vessel's draft, you should be able to avoid getting caught when the tide goes out.

November 2 — At 8:20 p.m., Coast Guard Group San Francisco received a report of two orange parachute flares sighted approximately 20 NM southwest of Point Año Nuevo. An Air Station San Francisco 'Dolphin' helicopter searched the area with negative results. The Dolphin returned for a first-light search the next morning and found a life jacket with 'Tom Sawyer' and 'Huck Finn' written on it. Charter boats with both names operate in the Bay Area and were found in port. However, the Coast Guard was unable to contact the vessels' masters or to ascertain if others were using these ves-



— cont'd

sels' safety gear. To rule out the possibility of a person in the water, Group San Francisco used four additional Dolphin flights and dispatched Coast Guard Cutter *Point Chico* to the scene, which searched with negative results until 5:30 p.m. on November 4. The search was suspended pending further developments.

November 7 — At 9:50 p.m., Group San Francisco received a call from the wife of a duck hunter reporting him overdue from a hunting trip in the vicinity of Gallinas Creek (San Pablo Bay). As the area is too shallow for search by a Coast Guard boat, an Air Station San Francisco helicopter was launched and located the hunters at a duck blind, with their boat aground. The helicopter lowered a radio to the hunters and kept a communications schedule with them. The boat re-floated at high tide and returned to port at 3:05 a.m. on November 8.

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books — cont'd

local) boats are featured, including the Wylie-designed *Saga*, *Groote Beer* and *Fair Sarae* long before her current renovation.

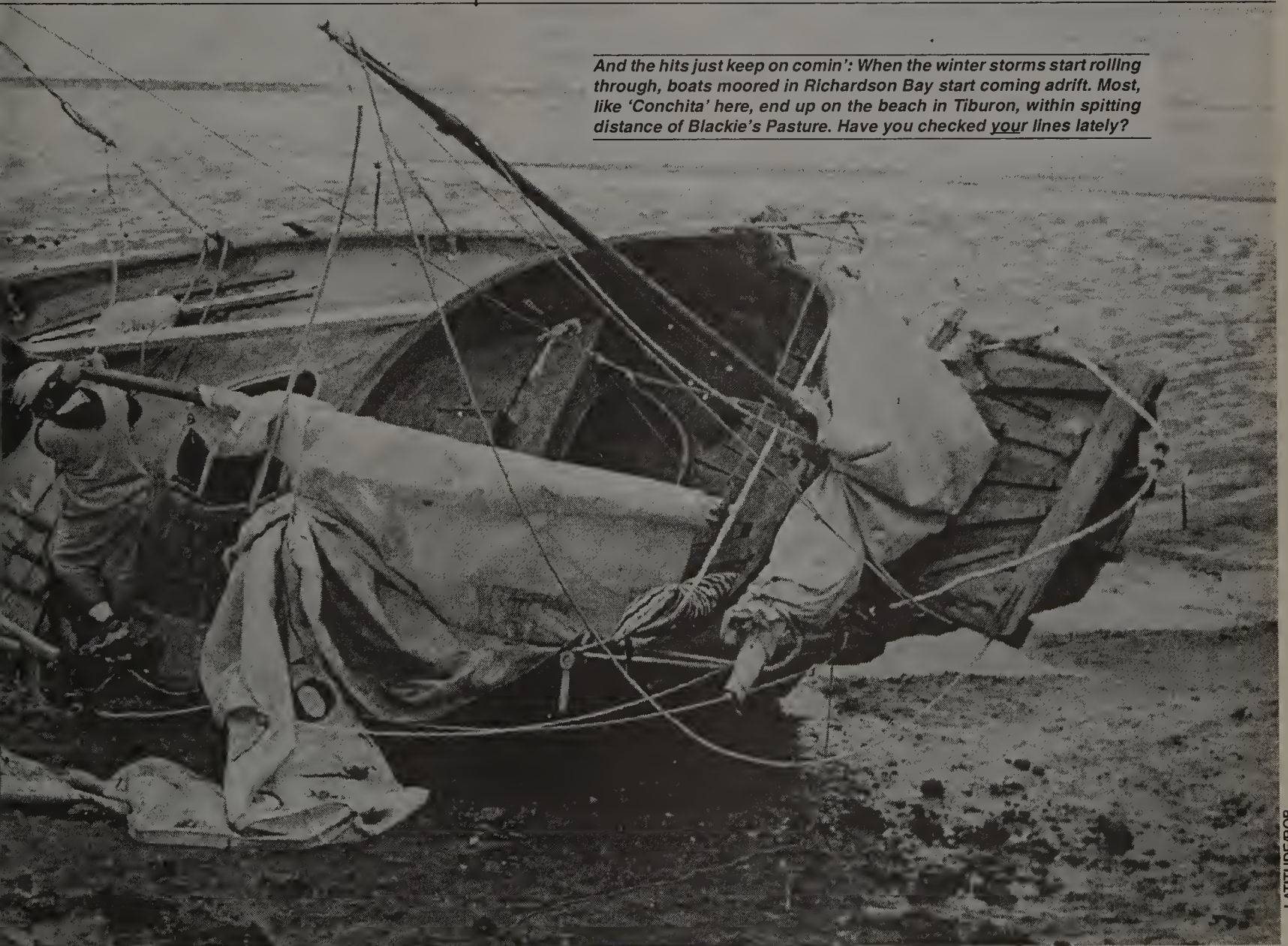
In the Spirit of Tradition (photos by Dana Jenkins; text by Jill Bobrow, \$60) — Although most sailors will never own a classic wooden yacht, few of us tire of appreciating them, be it at the dock or in lovely coffee-table size books like this one. The authors cover each of the 48 yachts here — from the 130-ft J-boat *Endeavour* to the 126-ft 'Ticonderoga-on-steroids' ketch *Hetairos* — with just the right combination of photo, fact and reverence. It's so well done we don't even mind that some of these 'classics' are new boats (*Heitaros* was built in 1993) and some are power yachts.

The Best of Uffa (Edited by Guy Cole, \$33) — The reissue of this classic book is partially in celebration of the 100th anniversary of the birth of Uffa Fox, who came into the world on the Isle of Wight in 1898. Like the original 1978 volume, this is a "best of" compilation of his reflections on the best yacht designs of the 1930s. In addition to everything else, Fox was also a damn good writer, and the opinions in this book are nearly as lively reading as they must have been 60 years ago.

World Cruising Routes (Jimmy Cornell, \$50) — This is the fourth edition of Jimmy Cornell's book, and like the previous ones, it's been updated and added to. He's even got suggestions now on how to sail to Cape Horn and even the Antarctic peninsula. Cornell has amassed

continued on outside column of next sightings page

And the hits just keep on comin': When the winter storms start rolling through, boats moored in Richardson Bay start coming adrift. Most, like 'Conchita' here, end up on the beach in Tiburon, within spitting distance of Blackie's Pasture. Have you checked your lines lately?



books — cont'd

this knowledge with two circumnavigations of his own, as well as input from his Around the World Rally. If you ever want to cruise the oceans of the world — or fuel the dream — this book is a must-have.

The America's Cup (Dennis Conner and Michael Levitt, \$30) — We were frankly surprised at how good this book was. We picked it up for a quick scan and couldn't put it down. Somehow, Conner and Leavitt have dug up scads of interesting information that we've never read about the Cup before. For example, when Sir Thomas Lipton lost for the fourth time in 1920 with his *Shamrock IV*, he had the yard break the boat up. "*Shamrock IV* was cut into fireplace logs," writes Conner. "She heated Lipton's house for years." Of course, Conner has been a huge part of the history of the modern America's Cup, and he lends the history of those years a surprisingly even-handed perspective. A seriously good read and one of the best books ever on the America's Cup.

The Young Sea Officer's Sheet Anchor (Darcy Lever, \$15) — Technically, it is a reprint of an 1808 'primer' for young officers of the Royal Navy. But for students and sailors of square-rigged sailing vessels, it is as instructive today as the day it was first published. Thing was, until this little treasure was re-published, you had to shell out \$1,000 or more for a moldy original. It isn't every day you'll need to set studding sails or need to right a square-rigger that's been thrown onto her beam ends — "Every method should be tried in preference to cutting away her masts" — but if you have to do it, here's where you'll find how. Vastly entertaining and informative.

The Endurance (Caroline Alexander, \$30) — There are few chronicles of human endeavor as compelling as that of Ernest Shackleton and his doomed 1914 expedition to the Antarctic. He and 27 men got within 85 miles of their destination when ice trapped and slowly crushed their ship *Endurance* into kindling. So started a 20-month struggle with nature, by land, sea (in the ship's boats) and ice. Leaving most of the men on remote Elephant Island, Shackleton and a handful of the strongest crew set off in an open boat, bound 300 miles to South Georgia. Four months later, Shackleton returned to Elephant Island on a sea-going tug to pick up his crew. He didn't know what to expect, but a letter dashed off to his wife afterward said it all: "I have done it. Damn the Admiralty. . . Not a life lost and we have been through hell."

Caroline Alexander spins a detailed and superb rendition of this tale, and the book features never before published photos taken by the expedition's Australian photographer, Frank Hurley.

The Hundred Days (Patrick O'Brian, \$24) — Not since Don Quixote and Sancho Panza have a pair of characters captured the imagination of readers like Jack Aubrey and Steven Maturin. They return in this 19th novel in the O'Brian series to aid in nothing less than the defeat of Napoleon Bonaparte. Terry Treachout said it best in the *New York Times Book Review*: "The Aubrey-Maturin novels are so much better than the competition that comparisons long ago ceased to be relevant."

Classic Sail (Joseph Gribbins, \$27.50) — This book threw us for a minute. While the title suggests pages filled with 'classic' wooden schooners and ketches, Gribbins uses 'classic' more to mean 'yachts with timeless appeal'. But what the book is *really* about is a history of sailing, with an engaging synopsis of present day sailing under the headings 'Day Boats', 'Cruising Classics', 'Racing Classics', 'Replicas and Reinterpretations', and 'Luxury Yachts'. While the book may seem full of mixed signals for the diehard 'classic yacht' enthusiast, it's fun and informative — and actually may be a perfect overview for someone new to the sport.

Cost Conscious Cruiser (Lin and Larry Pardey, \$30) — We hate to sound like a broken record when it comes to the Pardeys, but this is a great book that every cruiser or hope-to-be ought to have. They attack the subject matter in their usual detailed and well-documented manner, exploring all aspects of cost-effective cruising from building or buying to "Cost Effective, Safe Ways to Leave Your Boat As You Explore Farther Afield." There are few cruisers more qualified to write about such things: Lin and Larry celebrated 30 years of cruising aboard an

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deadly

November 8 — At 4:07 a.m., the Coast Guard was called by a recreational fisherman's wife, reporting that he went out on a 19 ft boat to fish in Suisun Bay earlier that day and had not returned. Coast Guard Station Carquinez launched their rigid-hull inflatable boat and an Air Station San Francisco Helicopter joined the search. The fisherman was located by Suisun Police Boat. He was not in distress — just out fishing late. False alarm!

We get many — too many — false alarms called in by well-meaning friends and relatives. These are caused by boaters who leave float plans but who do not communicate back home when their plans change. Please take your VHF radio (preferred) or cellular phone (okay) along and use it — in case of distress, or to let those concerned for your safety know of any change in plans.

November 14 — At about 2:45 a.m., Group San Francisco received a report on VHF Channel 16 from the fishing boat *Bernice* reporting the 36-ft crabber *Warrior* had capsized with one person in the water near Bodega Head. The person in the water was recovered by the *Bernice*, taken to Station Bodega Bay and transported by EMS to a local hospital. He was treated for mild hypothermia and released a short time later. Two other crewmen were still missing and a 31-hour search was conducted by a motor lifeboat from Station Bodega Bay and a helicopter from Air Station San Francisco. A helicopter and dive team from Sonoma County Sheriff's Office also assisted in the search. The Sonoma County Sheriff's dive team

what were

We weren't invited. And frankly, we're pissed!

Over the years, *Latitude* has earned a solid reputation for thoughtful coverage of a broad spectrum of international sailing events. As a result, we get invited to cover events — both large and small — all over the world. But can you believe we weren't invited to cover the recent *Playboy* International Sailing Cup Regatta? Unbelievable. In fact, they didn't even send us a press release. What were they thinking?

Luckily, our Croatia Bureau Chief caught wind of the event — which must have been hard to miss, since 13 identical Jeanneau 35s could be seen darting around the islands of the Dalmatian Coast, each bearing the name Playboy in three-foot-height letters. Also on board

— cont'd

attempted to dive on the sunken vessel but was unsuccessful due to strong currents and the large amount of fishing gear (crab pots, buoys, and line) around the vessel.

The search was suspended at approximately 10 a.m. on the morning of November 15 after a thorough search of the area turned up no evidence of the two missing men. On Nov 17, two bodies were recovered while another fishing vessel was salvaging crab pots from the sunken vessel — they were found entangled in fishing gear.

At the time of the accident, *Warrior* was departing Bodega Bay with a load of crab pots, headed for the fishing grounds to set them for the opening of the crab season. An investigation into the accident is pending and the exact cause of the capsizing is not known at this time. However, initial information gathered indicates that overloading the vessel with crab pots may have been a major factor.

November 19 — At 3:21 a.m., Coast Guard Group San Francisco received a report of a vessel taking on water off Cypress Point (Monterey Bay). The vessel was uncertain of its exact location and was unable to keep up with flooding. Station Monterey launched their 47 foot motor lifeboat, which located, towed and dewatered the vessel. Coast Guard crewmembers determined the source of flooding to be from the starboard engine. They stopped the flooding and escorted the vessel to safe moorage in Monterey Harbor.

— captain larry hall, uscg

they thinking?



Innovations at the Playboy Cup included pre-race water temperature testing.

each boat was — you guessed it — a playmate.

Since we knew this event would hold

continued middle of next sightings page

books — cont'd

engineless, self-built wooden boat on their recent return to Maine from a second circumnavigation.

Letters From the Sea (Deborah Shapiro, \$15) — 'Short and sweet' are the best descriptors for this little 90-pager, the only children-level book in this year's crop. Avid cruising readers will know Shapiro and her husband Rolf Bjelke from a number of articles in the national mags, and their 1997 book *Time On Ice*, which chronicles their sail from Sweden to Antarctica, where they allowed their 40-ft steel boat to be frozen in the ice for the winter! This book recreates letters that Deborah actually wrote to children in her extended family back home. Read these selections to your kids and you'll likely both learn something.

Yacht Care (Henry R. Hinckley, \$40) — A blurb on the back cover reads, "Not every yacht can be a Hinckley, but with this book they can all be treated like one." We're glad they included the 'correction' right away, because this is one of the neatest maintenance books to come down the pipe in a while. All aspects of yacht care are detailed in writing, photography and plentiful use of fantastic illustrations by Jim Sollers. There are lots of books in this genre out there; this ranks right up there with the best.

North to the Night (Alvah Simon, \$36) — Earlier we mentioned a voyage south where a yacht got frozen in Antarctic ice. In this book, Alvah Simon ventures north in a steel 36-footer to undergo a similar experience — getting frozen in for the winter in a small inlet off Baffin Bay at latitude 73° 30' North. Now, fighting off polar bears while digging your boat out of screaming blizzards is not exactly our idea of cruising. But it sure makes for some edge-of-the-seat reading. A real page-turner, but please: don't attempt this in your own backyard.

Cruising 101 (Amy Sullivan and Kevin Donnelly, \$18) — As the name suggests, here's a nifty little primer for those who've decided to put their dream of cruising into action. Not much here that experienced cruisers don't know, but that's the whole point — Amy and Kevin are the experienced cruisers who tell you how they and many others have done it before, so you avoid at least some of the usual pitfalls of freshman cruising.

around alone, leg I —
a bloody good show

British iron man Mike Golding was the surprise Class I victor in Leg I of Around Alone, the singlehanded round-the-world race formerly known as the BOC. He sailed *Team Group 4* into Cape Town on Saturday, October 31, covering the 6,865 miles from the September 26 start in Charleston in 34 days, 18 hours and 55 minutes. That beats the old record, set by French sailor Isabelle Autissier in 1994, by almost 14 hours. Golding, who has done two British Steel Challenges (crewed around the world upwind) and one solo nonstop upwind circumnavigation aboard a 67-ft British Steel boat, is the first Briton ever to win an individual leg of this event. Autissier, the favored Class I competitor and only woman in the race, finished three hours later, having led for much of the last week. Perhaps even more disappointed, though, was third-place finisher Marc Thiercelin, another Frenchman. Marc led the race for nearly three weeks, then ripped his main and fell steadily back. In a finish befitting Hollywood, upon crossing the finish line, *Somewhere's* patchwork main finally gave up the ghost, exploding into tatters.

Golding took a much more southerly course than the rest of the fleet, and feels that's where he won the leg. Days before the finish, he emailed that the windshift he'd been waiting for had materialized. Once you get one of these 60-ft hot rods going, it doesn't take long to build up huge leads.

First among the Class II 50-ft boats was Jean Pierre Mouligne on the bright red *Cray Valley*. He finished a week after Golding, on Saturday morning, November 7. His time of 40 days, 12 hours, 57 minutes

continued on outside column of next sightings page

around alone — cont'd

also broke the old Class II record, set by David Adams' *True Blue* in 1994. Second in Class II was Mike Garside, who finished at daybreak on Sunday. Garside had been doing well until two weeks previous to the finish, when the hydraulic system that cants his keel went out.

The real surprise, however, has been the outstanding showing of Southern Californian Brad Van Liew aboard *Balance Bar*. Despite sailing an old boat (ex-*Duracell*, Mike Plant's '90-'91 BOC steed), Van Liew has amazed everyone. He actually led for the first few weeks of the race. Van Liew, at 30 the race's youngest competitor, took third place only 87 minutes behind Garside.

Overshadowing even these stellar performances was the strange odyssey of Viktor Yazykov aboard the 40-ft *Winds of Change*. Sometime in mid-November, Viktor called up the race committee and said that the infection in his right arm — the result of an injury earlier in the race — was getting worse, basically rendering his arm useless. Around Alone headquarters put event medical advisor Dr. Dan Çarlin on the case and on November 11, he talked Yazykov through doing surgery on his own arm! Çarlin's 14-step procedure to drain the abscess was so detailed that he included statements like: "If this doesn't hurt, you haven't done it properly."

One thing he didn't count on was that Viktor had taken so much aspirin to ease the pain in the days previous, that his blood was thinned and after the surgery, he couldn't stop the bleeding. So he made an unauthorized tourniquet out of a bungee cord. He somehow recalled that "red wine helps make new blood. I drink half a bottle and eat chocolate," he wrote. "Badly tired, fell asleep."

When he woke up, there was a small pool of blood in the boat, but his arm had stopped bleeding. He checked his messages, one of which was urgent from Dr. Çarlin: "Get that tourniquet off!" He also checked his speed, and was mildly astonished to note that in the previous 24 hours — 22 of it spent below doing surgery and sleeping — his boat had covered a personal best 239 miles.

Viktor's arm put this year's Around Alone on the map. Every news wire and service carried it. The story appeared in newspapers around the country and on most network news shows, prompting one Around Alone skipper to comment. "I guess the way to get attention is not to lead, but to bleed." Despite the drama, Viktor arrived in Cape Town in pretty good health and spirits. His arm is healing nicely.

Three boats had still not finished as we went to press. All were expected to come in before the deadline, which is a week before the start of the 6,884-mile Leg II to Auckland on December 5.

As always, to follow the race day by day, tune in to its excellent website, www.aroundalone.com, which is run by Quokka Sports in San Francisco.

short sightings

SANDY POINT, AUSTRALIA — The Aussies are back at it. Simon McKeon and Tim Daddo are down at Sandy Point, a windy flat-water venue south of Melbourne, trying to break through sailing's 'sound barrier' — the near mythical 50-knot mark. The same two guys piloted *Yellow Pages Endeavour*, an insane-looking 30-foot thing that set the standing speed record — 46.52 knots — in 1993. The new, uh, 'boat' is kind of an expanded version of YPE, which is to say it's kind of a big 'Y'-shaped craft with the crew pod at the bottom of the 'Y' — the windward side (it only goes in one direction) — and two floats at each tip. There's a solid wing mounted in the middle. In primo trim, only the little floats to leeward are in the water.

Pre-record testing showed that *Macquarie Innovation* is very fast. In 15 knots of wind, it can do over 35 knots. As you can probably imagine, however, the line between control and catastrophe is pretty slim. In the most recent crash, all *Macquarie* had to do was hit a 6-inch windsurfer wake to nearly go airborne and cartwheel out of control.

continued on outside column of next sightings page

bunny cup

great interest for some of our readers, we unselfishly perused the *Playboy* website (playboy.com) for more hard facts. Here's what our dogged research revealed: Ahh. . . let's see. There were a dozen or so teams representing different countries who sailed back and forth in, ahh. . . some sort of white plastic boats that each had a couple of sails. The wind? Yeah, there was some of that, but not too much. The skippers? Well, the results page gives all their names, but we didn't recognize any and couldn't pronounce most.

Interestingly, the skippers names weren't the ones highlighted. The hyper-



— cont'd

text for each boat always denoted a woman's name. And here's where we have to warn you. Whatever you do, *don't* double-click on those names. Apparently there's some kind of glitch on the *Playboy* site, because instead of jumping to the playmate's sailing resume, a naked picture of her appears. Has to be a mistake. So be extremely careful.

Meanwhile, if this pivotal yachting event is repeated again next year, we'll do our best to bring you more complete coverage. And if they won't let us come along as yachting journalists, perhaps we'll volunteer to be 'official measurers'.

shorts — cont'd

The craft is currently undergoing repairs and a truce has been reached with the boardheads at Sandy Point to cease and desist when the wild-looking *Macquarie* gears up for its runs from now on.

BUENOS AIRES — At the United Nations conference on global warming held last month, scientists said abnormally high sea temperatures this year — in fact, the warmest on record — are thought to have bleached or killed most of the corals in the Indian Ocean and in many areas of the Eastern and Western Pacific. (Bleaching is thought to indicate stress. Bleached coral often dies.) Note that the findings were for *this* year, not the El Niño effect of 1997.

"More corals have died from 'heat stroke' this year than have died from all other human causes to date," said Thomas Goreau, president of the Global Coral Reef Alliance.

By one estimate, 10 percent of the world's reefs are dead or beyond recovery and another 30 percent may follow over the next 20 years.

Season's Greetings

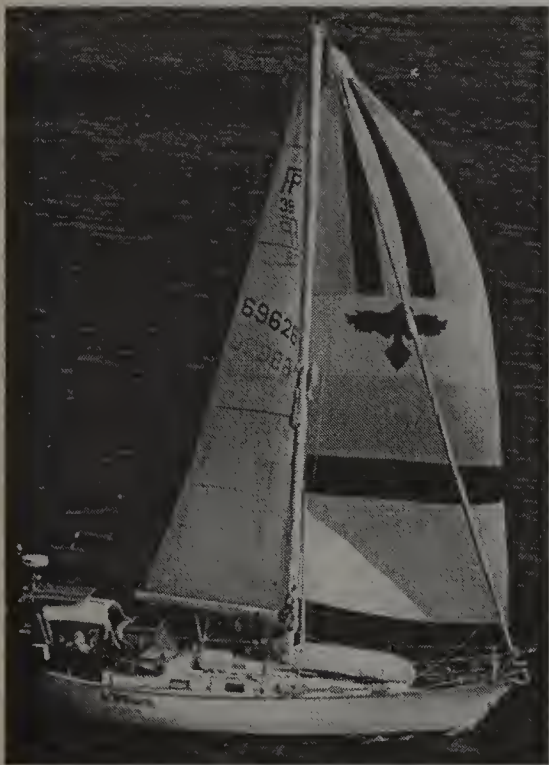
from the crew at

Latitude 38



BAJA HA-HA V

The 5th annual Baja Ha-ha, held October 27 through November 7, was the kind of trip sailors dream about. Terrific people, mellow weather, and a variety of great destinations.

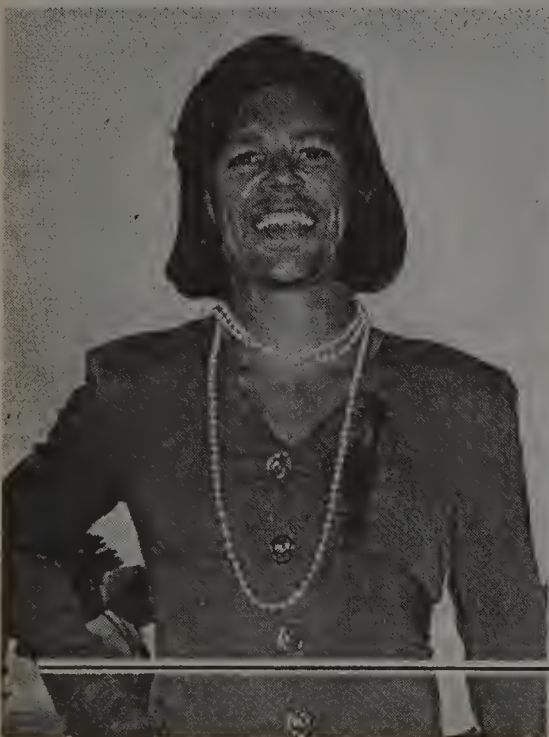


TOM LYON

'Maverick', Joe Parks' *Fast Passage 39*, looked good at the start and took 'Frijole' honors.

The 750-mile Ha-Ha is a cruisers' rally, meaning overloaded boats are the norm, engine use isn't frowned upon, and the emphasis is on making friends rather than beating strangers. The Ha-Ha fleet sailed from San Diego to Cabo San Lucas, with stops after 360 miles at Turtle Bay and after 560 miles at Bahia Santa Maria.

If you'd been through all she's been through, you'd want to go off to sea, too.



Unlike a yacht race in which there is only one winner, everyone who finishes the Ha-Ha is considered a champ.

This year's fleet of 99 starters sailed in boats of all types and sizes. At the extremes were Brian Bouche's *Nonsuch 26 Hawkeye* and William Hogarty's luxurious *Leda*, a *Dynamique 80*. There were a few boats designed primarily for racing, such as John and Nancy Moore's *J/130 Break 'n Wind*, and David Fullerton's *Express 37 Mudshark*. About a third of the fleet were older racer/cruisers such as *Islanders*, *Pearsons*, *Ericson's*, and *Cals*, while another third were full-keel cruisers such as *Freeports*, *Gulfstars*, *Westsails* and *Cheoy Lees*. There were more multihulls than ever this year, with five catamarans and four trimarans. Most of the boats were in their teens, while the oldest entry, Lee and Patricia Clark's Shock cutter *Vagabond Lady*, had been built back in 1936.

Thanks to the combination of suitable boats, reasonably experienced sailors, and mellow weather, all the Ha-Ha boats that started on time — and even some such as Blair Grinol's *Capricorn Cat* that started late — finished on schedule. There were no broken rudders, dismastings or other serious unpleasantness. The worst problem was that Bob and Linda Pickles' *Gulfstar 50 Tadita* had a Perkins problem. T. Joe Larive of the Hunter 40.5 *La Rive* demonstrated the Ha-Ha spirit, though, by diverting to tow the disabled boat the last 20 miles to Cabo.

For folks looking to ease into cruising or just enjoy a mild sail, the weather conditions for the Ha-Ha were made to order. While horrific Hurricane *Mitch* was destroying Central America and the Western Caribbean, the Ha-Ha fleet was being treated to afternoon winds of 10 to 18 knots, and evening winds of four to 12 knots. As befits a rally, the breeze was always from aft of the beam. Other than a couple of hours of three-foot waves, the seas were smooth.

Although most boats took advantage of the motoring allowance when the breeze went light, Mike Hibbetts and his merry crew aboard the CT-49 *Orion* sailed the entire course. The only other boat to do so was *Latitude's* *Surfin' 63 catamaran Profligate*, the race committee boat. Rich Holden and crew aboard the F-27 *Seabird* could have sailed the entire way if they hadn't spent an hour motoring in

pursuit of fish. And after taking line honors on the first two legs, Hall Palmer of the Hunter 54 *Pegasus* finally grew frustrated with the light airs of the third leg and fired up the donk. Later, he wanted to kick himself.

Two boats motored the entire way. Only one — gasp! — was a powerboat.

The atmospheric conditions during the Ha-Ha were brilliant. Other than some partial overcast on the second and third days, and some brief Hawaiian-style squalls that afflicted a couple of boats just north of Turtle Bay, there was nothing but bright sunshine and blue skies. Scout's honor, we didn't see a single cloud for the last seven days.

As if a bright blue sky from dawn to dusk wasn't enough, the sunsets were great, with the sun visible all the way down to the horizon. Even better were the moonrises. Each night the moon grew larger until it was full on November 2, two nights before the finish. If there's a more satisfying form of meditation than sailing downwind in 15 knots of breeze with a full moon illuminating the spinnaker, we've not experienced it.

The air temperatures were also pleas-



ALL PHOTOS LATITUDE / ANDY & RICHARD EXCEPT AS NOTED

— TOO GOOD TO BE TRUE



The Warwick 60 'Blaze' burns off the Ha-ha starting line on her third trip to the Cape.

ant. It was mostly T-shirt-and-shorts weather during the first couple of days, and sweatshirts-and-long pants weather the first couple of nights. But each day after that, less clothing was needed.

Unlike the last Ha-Ha — held at the height of El Niño — the water temperatures were significantly cooler along most of Baja. In the last 200 miles, however, readings jumped 10° to a salubrious 83° at the Cape.

We were distressed to learn that some folks feared that the Ha-Ha is nothing more than a two-week bash during which men emboldened by strong liquor on ill-prepared boats harass women while pumping oil overboard — and all to the

Grand Poobah's rigid schedule.

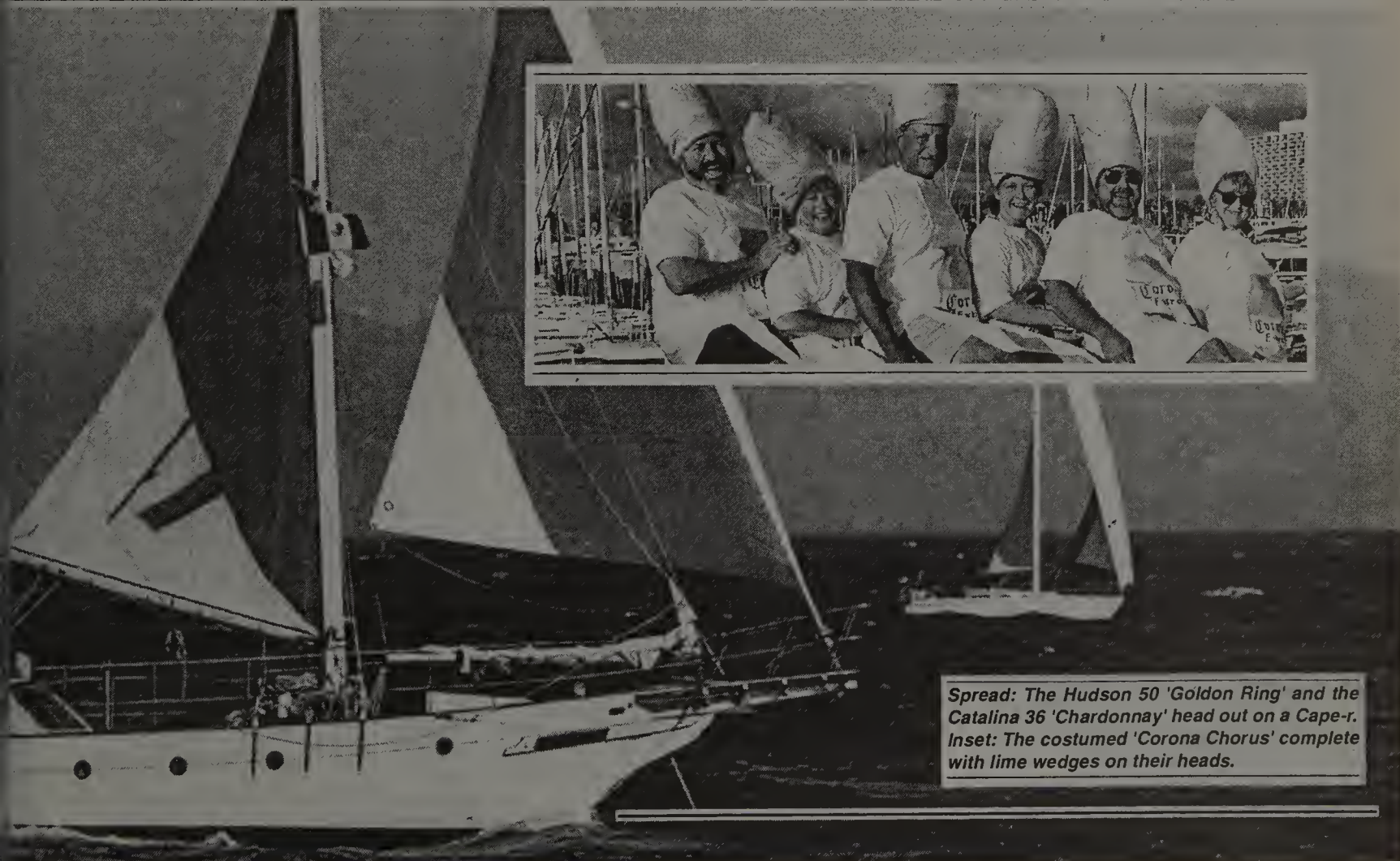
On the contrary, the Ha-Ha is a laid back opportunity for responsible cruisers to have some fun meeting each other while sailing down the coast in a very loosely structured group. There's only one organized Ha-Ha party before the start, a daily roll call, two beach parties, and an award's party. And folks are welcome to customize their itineraries; this year folks stopped at the Benitos, Cedros and Mag Bay. The few folks who entered this year's Ha-Ha with trepidation — fearing either a tasteless frat party atmosphere or a militaristic schedule — report being pleasantly surprised.

At the outset, the Poobah reminded

everyone that if they felt the urge to get wild and crazy, the appropriate time was after the Ha-Ha at places in Cabo such as Squid Roe and the Giggling Marlin, which exist for only that purpose. But it was soon obvious that the fleet's primary objective was a pleasant and safe trip to the Cape, not extravagant partying.

Since an improved economy meant berth space was severely limited at the Ha-Ha's San Diego base, Cabrillo Isle Marina, the fleet was dispersed throughout the area right up until the start. So despite pre-Ha-Ha parties at the Encinal YC in Alameda and at Downwind Marine in San Diego, most Ha-Ha entrants didn't get a chance to meet each other until the West Marine sponsored Ha-Ha Halloween Costume and Kick-Off Party at the marina on October 27th. And because the costumes were so good, half the people remained anonymous even after that.

Past Ha-Ha Kick-Off parties have produced some good costumes, but this year's were probably the best. Lovely Nyna Casey of the Swan 44 *Avalon*, for example, squeezed herself into such a tight sequin mermaid outfit that she couldn't move from her perch all evening. Another favorite was the chorus line of dancing Corona Beer bottles, complete with the requisite 'lime-wedge hats'. The most outra-



Spread: The Hudson 50 'Goldon Ring' and the Catalina 36 'Chardonnay' head out on a Cape-r. Inset: The costumed 'Corona Chorus' complete with lime wedges on their heads.

BAJA HA-HA V

geous outfit, however, was worn by a young guy who came as the perfect Presidential intern: big hair, bright red lipstick, white pearls, knee pads and a blue dress with a milky stain.

In addition to the free chow and beverages for each Captain and First Mate, each entry was given a goodie bag full of Ha-Ha memorabilia and 'logowear': two T-shirts, a hat, a tote bag, some croakies, a burgee, a *First Timers Guide to Mexico*, and a special 'navigator's refreshment bottle' complete with the course printed on the holder. Not too bad a haul for the \$139 entry fee. In attendance at the party were reps from Marina Palmira in La Paz, Marina Mazatlan, and Marina Paradise in Banderas Bay. The mellow party ended just after dark — after all, the start was only 36 hours away and most folks still had errands to run.

Leg One. The race committee prepared the fleet for the 'mañana experience' by showing up on station a half-hour late. No one minded, least of all photographer Tom Lyon, who takes portraits of each boat from a helicopter every year, sells



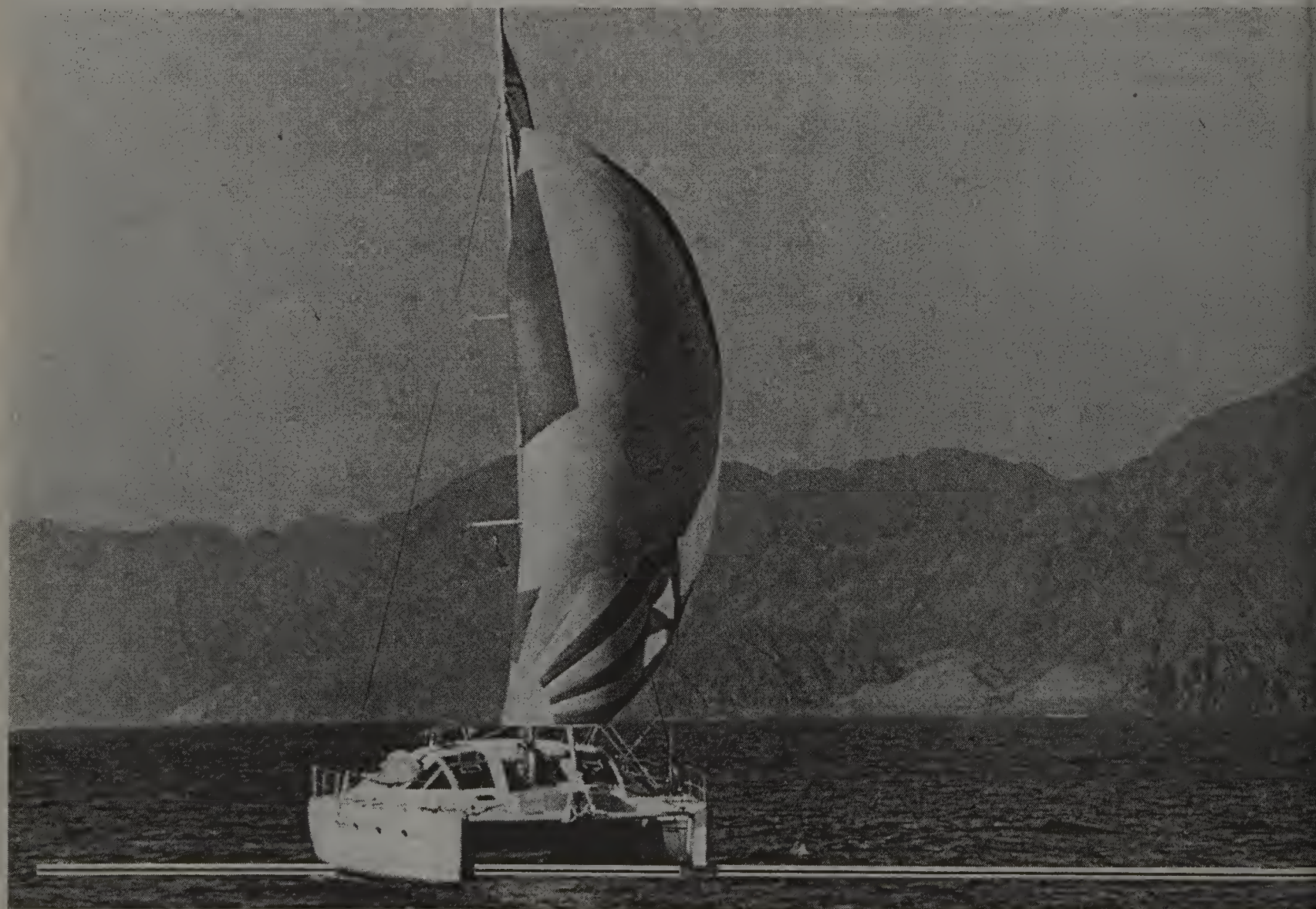
Even a big Ha-Ha crowd makes a tiny impression on the miles-long beaches of Turtle Bay.

them to the owners in Cabo, then turns over the profits to the La Paz orphanage.

With a starting line several miles long, the fleet was close enough together for friends to holler 'bon voyage' but far enough apart to avoid getting into collisions. A nice 10-knot breeze filled in about noon, allowing the fleet to make good

progress toward the border. Some boats reached with spinnakers or gennakers, others flew only their 'standard whites'. With a nice breeze, bright sunshine and flatter-than-a-pancake seas, it was ideal getaway weather.

By midnight, the wind dropped to five knots or so, and a high cloud cover started to fill in. A bunch of participants fired up their engines. Those who continued to sail faced the option of struggling to stay down



— TOO GOOD TO BE TRUE

on the rhumbline or taking a hotter angle that gave them better speed . . . while sailing well offshore. It always takes a day or two to get acclimatized at sea, and an annoying little beam sea made it even more difficult.

We've sailed to the Cape alone many times, and the solitude is great. On the other hand, it's a hoot sailing in the company of nearly 100 other boats. For as each night fell, you could amuse yourself by visually tracking your neighbors running lights or following their 'blip' on the radar. Come morning, you got to guess the identity of new boats on the horizon. By the second day of each leg, we'd typically have four to 15 other boats in sight. It was great fun.

One of the few safety features of the Ha-Ha is the morning roll call. At 0730, the Poobah would get on the SSB and run down the list of boats. Those equipped with SSBs would respond directly, while those with only VHF's were supposed to relay their positions via a boat equipped

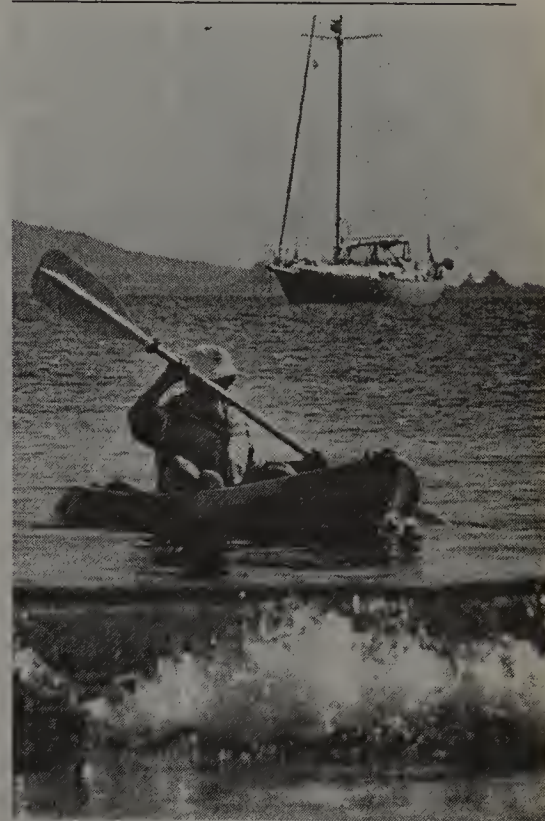
with an SSB. Thanks to good manners and great cooperation, the roll calls went quickly and smoothly.

The second day out was partly overcast, but not particularly cool, with 5 to 15 knots of wind. It was overcast that night, and a little cooler, too. Although the moon disappeared about midnight, the breeze stayed pretty consistent at between 10 and 15 knots. "I had the best sail of my life!" Englishman Michael Beattie later reported from his Gemini 34 catamaran *Miki G*. "We had our main and genny trimmed perfectly, and hit 13 knots with the Autohelm steering!" He must have had more wind than the rest of us.

By the morning of the third day, Hall Palmer, a three-time Ha-Ha vet, was already in Turtle Bay. He'd been able to sail the rhumbline quickly with his light and skinny boat, and covered the 360 miles in about 45 hours for a respectable average speed of 8 knots.

For the slower boats and those who sailed hotter angles toward oblivion, it would be another 12 to 24 hours before they were able to drop the hook in Turtle Bay. Having ripped both our chutes on a devilish cotter pin that protruded from one of *Profligate's* spreader tips, we aboard the committee boat spent most of the night sailing straight for Guadaloupe Island. We made the best of things in the morning however, after gybing back toward shore. Since the wind had dropped to about seven knots, we heated it back up in order to enjoy a scenic — albeit indirect — route that took us past West Benito, East Benito and Cedros Islands. We also gybed around with the *Columbia 50 Knee Deep*, worked the face of Isla Natividad, and finally snagged a lobster trap before pulling into Turtle Bay just after dark. Four islands in one day while crossing tracks with about six boats in the fleet — nothing like an entertaining day on the water. Thanks to bright moonlight and radar, we didn't hit a single rock entering the bay.

By October 30, the fourth day of the rally, most of the fleet was on the hook in Turtle Bay. The annual arrival of the Ha-Ha fleet just before Halloween has become a big deal for the residents of Turtle Bay, which typically plays host to just one or two boats. Adults and kids with access to *pangas* or dinghies go from boat to boat contracting for the delivery of fuel, ice, water and beer, and for the removal of garbage. Kids without boats line the pier eager to 'guard' dinghies or just check out



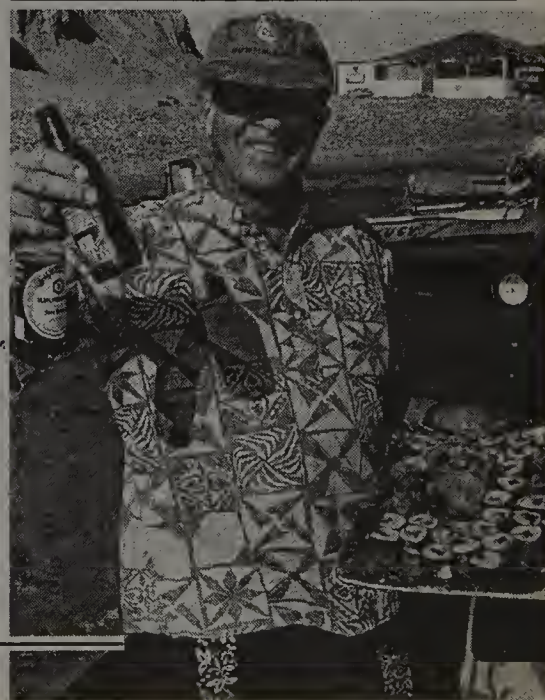
Tiny waves at the Turtle Bay beach party prevented surf landings from becoming disasters.

all the new *gringo* faces. (For more on the fine little town of Turtle Bay, see pages 144-148.)

After the long initial leg, most cruisers were eager to stretch their legs and trade sea stories. The place to do it that afternoon and evening was Javier's Vera Cruz Hotel, Restaurant & Bar. We'd warned Javier to expect a couple of hundred extra guests, so he had tents set up outside, countless cases of beer and soft drinks iced down, and extra help. He also made his phone available for calls back to the States.

Getting a beer or soda was easy; you

With decades of experience, nobody can prepare and present sushi like 'Sunda's Rick Othmer.



The Matzke family's Kennex catamaran 'Moondance' off the entrance to Mag Bay. This photo best captures the easy-sailing spirit and wide-open freedom of the Ha-Ha.





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While the idea of lower profits hasn't gone over very well with other yard owners, the savings have delighted every boat owner. Ken Keefe, KKMI's President explained, "I managed a yard in Sausalito for a number of years, and it was company policy to charge full price for materials, such as bottom paint. In fact, that's been the industry standard. On the other hand, when we opened our doors at KKMI several years ago we knew this type of policy wasn't fair so we've always offered our customers discount. Now, we've just decided to go one step further by matching the prices of the discount catalog stores."

Paul Kaplan, KKMI's CEO added, "My wife and I

have owned numerous boats and paid many yard bills, more than I care to remember! It always bothered us when the yard would charge us list price for bottom paint when I knew we could have purchased it for less

at one of the discount stores. We've addressed this by agreeing to match those prices. KKMI not only has the lowest labor rates but with this special discount, there will be no question, this is a great deal."

As with most great deals, there is a caveat. This is a limited offer. Ken Keefe said, "Frankly, we're going way out on a limb by making this deal; no yard has ever done this before. We'd really like to be able to make this

offer available year 'round, but we've set a time limit, at first. If customers make their reservations to haul before the end of the year, we'll stand by the discount deal. There's not much time, so it's best if customers call us today."



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THE KKMI "CLASS" OF 1998

32' "Kathy L", 36' "Music", 35' "Deecheen II", 65' "Tristan", 26' "Jean L.", 40' "Daydreamer", 36' "Brittania", 38' "Truant", 33' "Team Altoids", 40' "Inspiration", 65' "Bellatrix", 24' "Mind Riot", 43' "Redhawk", 24' "Hare Ball", 30' "Shanti", 30' "Von Haden", 38' "Alvus", 50' "Que Pasa", 58' "Vista", 61' "Felicity", 18' "Satisfaction", 100' "California Spirit", 43' "Ocean Beauty", 32' "Taproom", 36' "Island Girl", 34' "Victoria", 48' "Pretty Lady", 68' "Lions Paw II", 24' "Teulawemia", 50' "Gone With The Wind", 60' "America's Challenge", 57' "Flyer", 80' "AmericaOne", 44' "Mykonos", 67' "Bridget", 54' "Fortuna", 46' "Sass", 50' "Team Yamaha", 41' "Radiant", 44' "Avalon", 40' "Hot Rod", 60' "Sea Mistress", 41' "Victrix", 52' "Alexa", 52' "Forest McGee", 41' "Day Dreamer", 30' "Sugar", 42' "J B King", 40' "Promotion", 42' "El Nido", 43' "Hog Heaven", 44' "Chief", 40' "Judita", 42' "SightUnseen", 40' "Cirrus", 36' "Ganesha", 33' "Blown Away", 36' "Abandon", 27' "Sierra", 40' "Princess", 37' "Super B", 60' "Saga", 33' "Extreme", 40' "CestLaVie", 48' "Nehemiah", 31' "Anik", 48' "effie", 39' "LadyMildred", 30' "By the Wind Sailor", 34' "Kalli", 41' "JohnnyL", 43' "Pretty Woman", 37' "Melange", 38' "Thunder", 42' "Rubicon", 36' "MidnightPass", 21' "Thumper", 53' "El Dorado", 39' "ScotchMist", 30' "CommanderToad", 35' "Kiri", 30' "RunWild", 46' "Obsession", 36' "Nokken", 27' "Infinity&Beyond", 36' "Tribute", 34' "MikiG", 46' "Surprise", 35' "Waterlou", 25' "Barb", 38' "GreyGhost", 32' "Unknown", 42' "Scorpio", 38' "Credit", 32' "Rain", 41' "Serenisea", 36' "TimeOut", 24' "WetSpot", 30' "LaChasse", 36' "Fanny Pearl", 36' "Gold Rush", 39' "Sabra", 28' "Viking", 50' "Another Girl", 73' "Night Wind", 85' "Kailuani", 49' "Loran", 30' "Compass Rose", 45' "Edibob", 38' "Calypso", 43' "Swank", 60' "Geodis", 62' "Revenge", 48' "Snow Dragon", 35' "Simply Cosmic", 53' "Mistress", 26' "Maeve", 90' "Emily", 32' "Misty", 80' "Leda", 26' "Odyssey", 38' "Chez Bob", 28' "SonofanItch", 42' "Sharoni", 45' "Sea Fox", 32' "Murano", 36' "No Name", 30' "Prep J", 34' "New", 65' "Tristan", 34' "Ozone", 55' "Diva", 30' "Slithergadee", 33' "Sea Fever", 71' "2nd Life", 25' "Air Supply", 30' "Top Gallant", 42' "Valboa", 40' "Blown Away", 39' "Peregina", 38' "High Strung", 72' "Sea Wave", 42' "Turning Point", 48' "Masumi", 31' "Legacy", 29' "Serendipity", 34' "Quartet", 40' "Viewfinder", 28' "Mary Joy", 50' "Oaxaca", 65' "Angelique", 53' "ShebaStar", 34' "Speedwell", 40' "Cat & Around", 42' "Pufferfish", 33' "Warwhoop", 34' "Bufflehead", 55' "Brigadoon", 49' "Challenge", 34' "Frankly Scarlet", 42' "Ace", 22' "Phoenix", 30' "Wakonda", 45' "Ferret", 38' "Giggles", 27' "VesselAssist SF", 44' "Phantom", 36' "Bora", 40' "Chalupa IV", 50' "Mary F", 46' "Entice", 34' "Czechmate", 37' "Full Circle", 45' "Neverland", 74' "Valkyrien", 30' "Jessica Ann", 38' "Orchestration", 33' "Arcturus", 53' "Sumatra II", 25' "Mystic Bay", 42' "Folie A Deux", 52' "New Huck Finn", 41' "Play n Hooky", 58' "Merva W", 35' "Namotu", 28' "Suspicious", 30' "Niunia", 33' "Scapegoat", 41' "Freelancer", 28' "Alistell", 35' "Quixote", 19' "NoName", 31' "Marpessa", 40' "Magic Carpet Ride", 45' "Lucette", 32' "Alma", 37' "Holiday", 61' "Hasty Heart", 30' "Silkye", 38' "Charade", 60' "New Super Fish", 30' "Starbuck", 43' "Southern Cross", 38' "Copernicus", 53' "Rhapsodie", 65' "WhiteKnight II", 36' "Smogen", 38' "Dorothy Marie", 44' "Wayfarer", 33' "Agape", 28' "Gloria", 40' "Serenity", 38' "Grace", 35' "Avaiki", 58' "Mindy", 28' "no name", 42' "Theodora", 35' "Amazing Grace", 28' "Gudrun", 38' "Alicante", 51' "Blitzen", 81' "Oasis", 21' "Triton", 44' "Kaya", 27' "Cotton Candy", 38' "Chug a Lug", 52' "brenda", 21' "Cavu", 36' "Good Night Iren", 27' "Day Care", 30' "Sea Star", 30' "Metesse", 40' "Roses", 36' "Escapade-Power", 46' "Yo Ho Ho", 38' "Cameo", 26' "Cool Runnings", 42' "Daring", 30' "Swallow", 22.5' "Bay Dreamer", 44' "Sea Angel", 36' "Robins Nest", 58' "Perq", 55' "Hummer", 35' "Hobbes II", 74' "Zephros", 27' "New Moon", 52' "Vitesse", 35' "Xanadu", 46' "Aleta", 36' "Molly", 29' "Renegade", 38' "O Sage", 27' "Shenanigans", 25' "Viakia", 70' "Pyewacket", 74' "American Eagle", 35' "Cirrus", 34' "Loika", 35' "Terre Motto", 35' "Ripple", 46' "Blue Point", 46' "Kanaloa", 52' "Narwhal", 40' "Escapade", 72' "Cassiopeia", 38' "Equinox", 24' "Smokin", 32' "Hoy Hoy", 45' "Seafarer", 27' "Pegasus", 34' "Scorpius", 28' "Star Duster", 35' "Rum Tum Tuger", 37' "Elana", 39' "Freedom Express", 24' "Familia", 25' "Barb", 65' "John's Rendezvous", 44' "Jubilee", 24' "unknown", 33' "Oasis", 145' "Californian", 41' "Endless Summer", 37' "Amore Kai", 120' "Cutter", 24' "NEW Hunter", 27' "No Name", 28' "Mandella", 97' "Miss loilo", 44' "Calliope", 25' "Iron Oar", 70' "Breanna", 36' "La Nui", 23' "no name", 35' "Thrasher", 29' "Orion", 59' "Extravaganza", 38' "Obsession", 17' "Courtesan", 45' "Inca", 52' "Santana", 28' "Andiamo", 48' "Scout", 27' "Diane", 20' "Kat Fish", 55' "Reliance", 36' "Bosco II", 36' "Finale", 27' "The Darlen B", 64' "Sixty something", 34' "Aja", 20' "Invader (no name)", 27' "Great White", 38' "Baubable 4", 22' "Lively", 30' "Caradon", 70' "Viveka", 33' "Spirit", 79' "Sayonara", 40' "Wuwei", 40' "Victoria", 26' "Emperor Goose", 44' "Kia Ora", 38' "Cedalion", 37' "Espresso", 40' "Elizabeth", 31' "Talisman", 46' "Sedona", 44' "Anina", 22' "no name", 24' "Baracuda", 24' "Alien", 30' "Lansa", 37' "Mudshark", 48' "Reba", 118' "Globana", 54' "Horizons", 36' "Saint", 40' "Sea Star", 48' "Constellation", 35' "Harroway", 38' "R/U Questuary", 30' "Express", 36' "Taffy", 34' "Two Scoops", 35' "Black Hawk", 32' "French Kiss", 44' "Race Passage", 45' "First Love", 36' "Ruffian", 51' "Venus", 30' "The Shadow", 35' "Question Mark", 36' "unknown", 36' "Lobos Dos", 27' "Chimera", 24' "Topper", 85' "Blitzen", 30' "Catalina 30", 46' "Surprise", 50' "Beau Geste", 48' "Elizabeth Muir", 33' "Valhalla", 38' "Mahal", 24' "Casey Jones", 48' "Leading Edge", 35' "LittleOrcasAnne", 23' "Star", 27' "Swamp Donkey", 42' "Cat", 40' "Blue Water", 48' "Pinta", 65' "Tiffany", 42' "Mary Ann", 30' "USA - 575", 30' "Celebration", 30' "Ice3", 30' "Highway 5", 34' "Keiala", 57' "Barb Ann II", 42' "Happy Daze", 30' "Golden Phoenix", 30'

HERB CRANE



Christmas Dreams

*'Twas the night before Christmas
It was stormy and gray.*

The crew worked hard to put the boat yard away.

*We don't close often, Ken and Paul prove that's so.
You see there's a secret only a chosen few know.*

Boats have a way of misbehaving when the boss turns his head.

There has been talk of a party once the crew are in bed.

*Santana been known to throw quite a bash.
And with the tender asleep AmericaOne will make a dash
For a secret rendezvous with who knows who.
If we're not careful there's no telling what she'll do.*

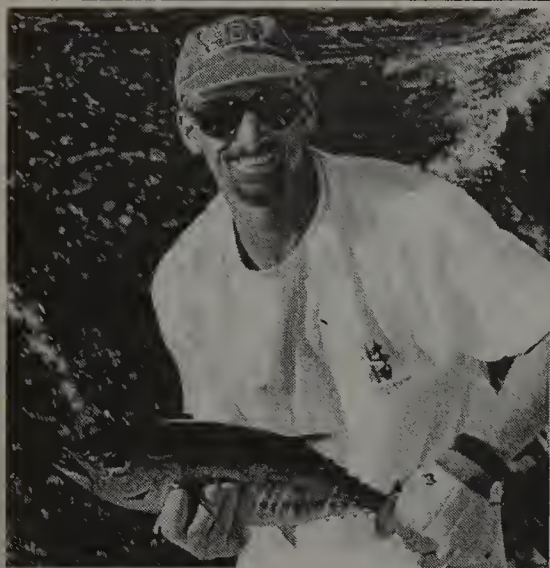
*The trawlers all think they are light on their feet.
The Swans will flirt with anyone who looks at them sweet.
The tarps are thrown off - the tape is removed.
Nothing stands in the way when the boats start to groove.*

*If the wind kicks up and decides to join in the fun.
The mess will be worse when the party is done.
So Jock makes sure his crew has reminded the boats.
And Kim doubles up on everything that floats.*

*No messing around on Christmas this year.
Cindy wants everything perfect when we return right here.
Dear Santa, "There's only one thing we want from your sack."
And that's for KKMI to be in one piece when we get back.*

"Gray Fox", 32' "Northstar", 28' "Chippewa", 41' "Cha Ching", 24' "Blue Snafu", 45' "Simpatica", 39' "Novia", 48' "Sagamore", 34' "Dakota", 78' "Dagney Tagert", 36' "Escapade-Sail", 32' "Elysium", 31' "Snow Dragon I", 44' "Java Head", 25' "Molly", 44' "Wisely Done", 25' "Sherpa", 72' "Mitkof", 36' "Sea Castle", 29' "Outlaw", 24' "Melges 24", 38' "All Wet", 54' "Implacable", 39' "White Cloud", 75' "O'Neil Catamaran", 42' "Skibo", 36' "Camelot", 30' "N/A Newport", 37' "Zest", 28' "Cygnus", 19' "UNKNOWN Alum Tr", 28' "Easy Days", 43' "Dolphin Dance", 43' "Fandango", 40' "Catmandu", 42' "Sea Mist", 29' "Cisco", 32' "Nonsuch", 84' "Explorer", 21' "Vapporetto", 19' "Contessa II", 34' "Bear Territory", 65' "USA 49", 24' "Topper", 36' "Tencacious", 68' "Grand Illusion", 37' "Lysistrata", 34' "Seminole Wind", 34' "Mirage", 44' "Tom Boy", 37' "Request", 37' "Bliss", 30' "unknown", 80' "Hermana", 55' "Unknown", 40' "Rascal", 33' "Constellation", 57' "Viator", 37' "Liberty", 32' "Caprice", 56' "Golden Eye", 32' "Mad Jan", 35' "Wild Child", 50' "Northstar", 38' "The Last Hurrah", 53' "Katrina", 24' "Mighty Mouse", 38' "Elsewhere", 30' "Carlene", 60' "Russame", 30' "Peregrine", 36' "Sierra II", 58' "FrankAnn", 59' "Perserverance", 50' "Light Wave", 78' "Cyrano", 42' "Estrellita", 28' "Amole", 25' "Matesso", 25' "China Moon", 42' "Neosal", 40' "Moorea", 50' "White Caps", 40' "Sabre NEW", 29' "Why Knot", 54' "Hot Water", 44' "V-Tach", 51' "Rascallion", 24' "Renken", 40' "The Chelsea", 52' "Yankee", 72' "Yacht Z", 28' "Trimaran", 45' "Sans Souci", 37' "Aria", 25' "Synchronicity", 45' "Pakelekia", 28' "Ketch 22", 41' "Sundog", 40' "Cinta", 27' "Obsession", 37' "Mason Clipper", 55' "Santana", 44' "Mykinos".

BAJA HA-HA V

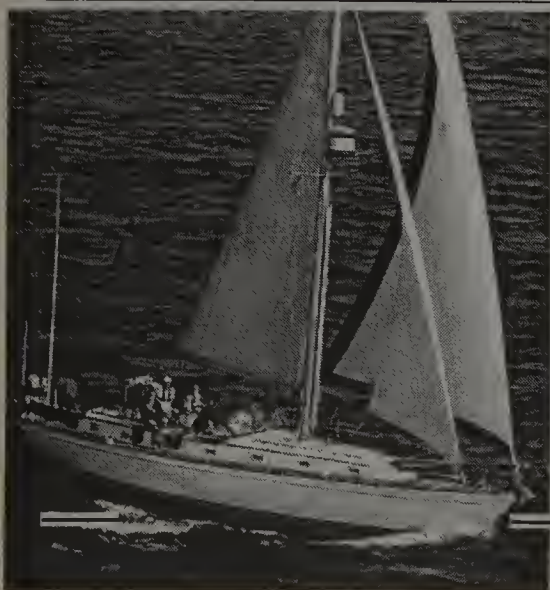


K.C., with a tuna too tiny to keep. Meanwhile, the crews of 'Lisa Marie' and 'Sunda' were catching 180 lb. marlin.

just helped yourself and later settled with the cashier. By the time the party was in full swing, however, ordering food in the packed restaurant took a long time and actually getting it from the overwhelmed cooks could take nearly forever. But hey, welcome to Mexico! The wait allowed for plenty of time to trade stories and listen to the tequila-fueled music of 'Guitar Bob' and 'Banjo Andy' of *Evasion* and *Profligate* respectively. While most folks retired to their boats early — once they were able to find them in what had seemingly become a thousand points of anchor lights — the band played on, to the delight of their Mexican hosts, until after midnight.

Halloween — which was to be the first of eight cloudless days — was the date of the big beach party, held on a miles-long stretch of empty beach just to the southeast of town. Those who didn't want to risk a dinghy dousing in the surf could catch a 'taxi' ride in a *panga*. Luckily the surf was tiny, as it quickly became apparent that many folks — even those with the best equipment and gear — had little knowledge of the skills necessary and

Mike Hibbetts and the merry crew of the CT 49 'Orion' took 'Soul Sailor' honors for never resorting to their motor.



dangers involved with surf landings and launches. (We plan to have a feature on dinghy launchings and landings next month.)

The beach party was typical G-rated Ha-Ha fun. Thanks to a variety of contributors, a big BBQ was jury-rigged so the top fishermen of the first leg could cook up their catch in their special marinades, then share it with the fleet. There was plenty to go around. While there were many contenders, our top awards went to Mark Barger of *Lisa Marie*, for BBQ'd fish, and Richard Othmer of the Cal 46 *Sunda* for exquisitely prepared and presented sushi. Having been cruising to the Cape and beyond for nearly half a century, Othmer has it down perfect.

Beach activities included yakking it up with new friends, swimming in the relatively chilly water, walking or jogging down the endless beach, scrambling up the nearby hills for panoramic views, making music, and playing various games such as touch football. More Ha-Ha mellow.

Those who had the energy and penny candies went to town after the beach party to be tricker-treated by the legions of Turtle Bay youth. The kids are as cute as they are persistent. The only disappointment the older locals felt this year was that the Ha-Ha attendance at the local Halloween disco dance was down.

Leg Two. November 1 dawned another delightfully sunny and warm day with a light breeze from the northwest. Having already eased into *mañana* mode, much of the fleet would be a half an hour late across the line.

Just prior to the start, however, *Hawkeye* reported that a group of locals — who had been contracted to empty the garbage cans from the beach party site the evening before — had done less than a stellar job, allowing seagulls to make a mess of the place. The *Lisa Marie* crew immediately reported they'd be staying behind to make sure the beach was left spotless. In addition, a skeleton crew aboard *Profligate* started the fleet on time, while the rest returned to the pier in a *panga* to recruit kids to help with the clean-up. In less than an hour, a thorough job had been done.

"We not only cleaned up all of the Ha-Ha garbage that the seagulls had knocked out of the cans," reported Mark Barger, "but the last five years of local's garbage too." Nonetheless, the lesson was learned: You can't always trust locals, whose litter prevention ethic is still evolving, for

garbage disposal.

We aboard *Profligate*, having started late and temporarily chuteless, got a chance to gradually sail our way through most of the fleet, thanks to winds that built as high as 18 knots. It was great to see all the different boats in action; some in performance mode, some in full cruise mode. The biggest surprise was seeing how fast and long John and Nancy Moore could sail their J/130 *Breakin' Wind* with their gennaker so thoroughly wrapped around the headstay. We figure the only reason they didn't get around to fixing the problem right away was because their crew, chef Sigi Osicki of the Whale's Tale Restaurant in Alameda, had prepared them another delectable meal and they were too busy dining.

By dusk, the wind had dropped to about seven knots and the new sea was already laying down. A few moments after a lovely sunset, a nearly full moon popped up over the brown peaks to the



— TOO GOOD TO BE TRUE



east. Talk about ambience, we kissed the sky! The wind dropped even more during the night, causing some folks to fire up the engines. A number of boats continued to sail, however, enjoying the light but Clockwise from lower left: A stroll through Turtle Bay's 'dinghy district': cetaceans having a 'whale of a time' just north of the Cape; every night the moon was bright; Mark Barger had an iron grip on BBQ'd fish honors; 'Seabird' was the top trimaran.

The 329 participants in Ha-Ha V are looking a bit shady here at Juancho's Reef.

mild conditions.

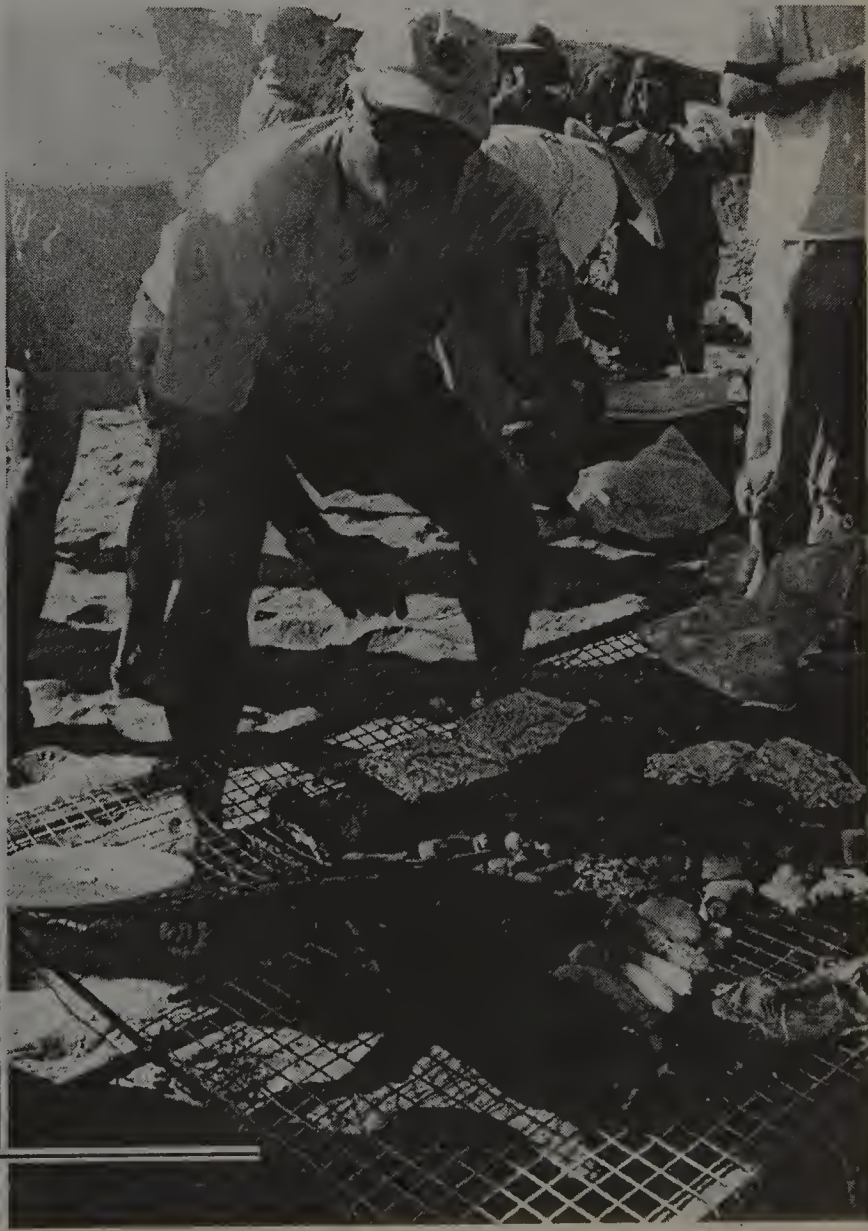
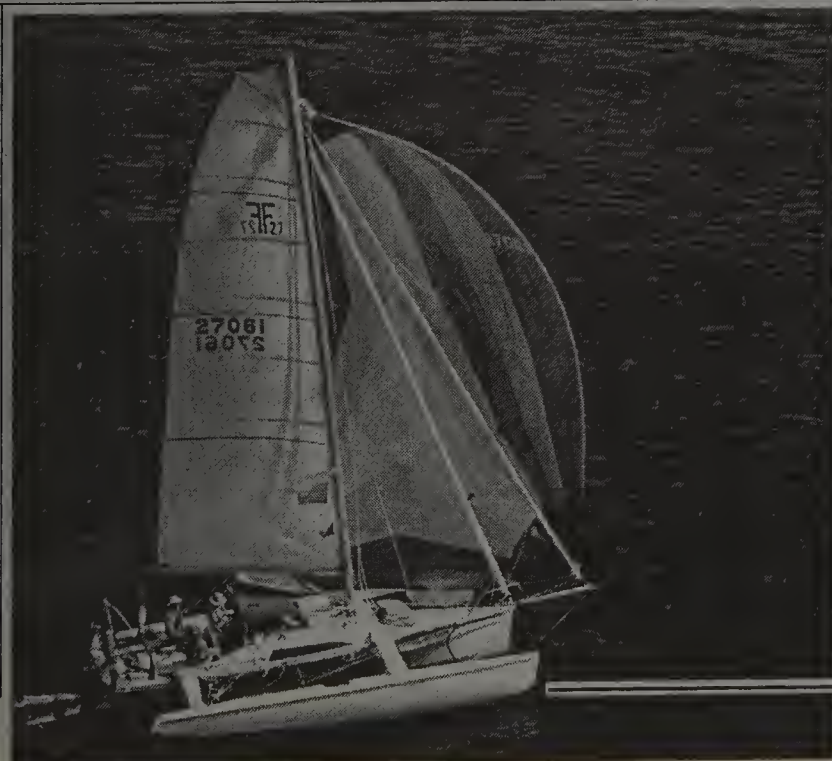
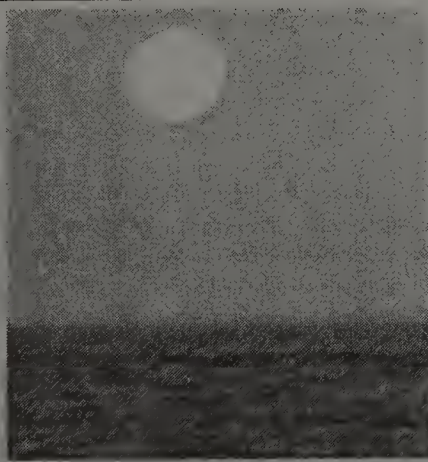
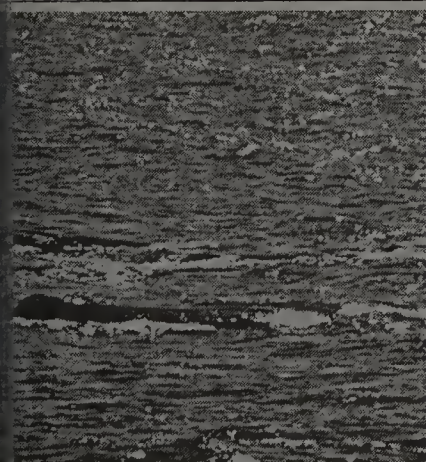
When dawn broke, it was again fun to see who was around, who'd motored, and who'd kept sailing. We counted 17 boats within binocular range. In typical Mexican fashion, the light morning winds filled in to about 15 knots by late afternoon.

The route between Turtle Bay and Ba-

hia Santa Maria takes the fleet over several sea mounds that teem with fish. By late afternoon, we found ourselves following Mike Gravitt's Ericson 46 *Airborne* as his crew wrestled with their chute, on a course that would take us right over Thetis Bank. And right over the bank, in a space of a half mile, were no less than three big week-long charter fishing boats from San Diego, each with 50 to 100 anglers. We sailed between them, exchanging waves and confusion about how the other group could be having fun.

A short time later, we spotted a large turtle with barnacles on its back, swimming on the surface. Also seeing a turtle was Ted Stokes, crewman aboard John Gilbert's Peterson 44 *Rhumb Rose*. The problem was that Stokes' turtle was snagged in some line attached to some plywood. The buffed-out Stokes placed a knife between his teeth, and 30 miles offshore, jumped overboard to cut the turtle free.

If the fishing had been pretty good on the first leg, it was even better on the second. A couple of skippers pulled in large



BAJA HA-HA V

marlin, and tuna were almost jumping onto the boats. Sushi was on nearly everybody's menu.

Later that day, the celestial show was even better than the night before. Another terrific sunset was followed by the rising of an even larger moon. Shortly thereafter, we spotted the light at Punta Hughes that marks the entrance to Bahia Santa Maria. Forget the compass, all we had to do was keep the luff of the chute curling around the rising moon and we'd be headed toward our destination at seven to 10 knots. The air was warm, the water temperature had jumped from 65° to 74°, the red wine was breathing, and the rich aromas from the galley wafted out into the cockpit. It was one of those magic evenings at sea.

There were about 30 boats in the Bahia Santa Maria anchorage when we arrived shortly after dark. Hall Palmer's *Pegasus* had again arrived first. With the wind becoming lighter as the night wore on, many boats didn't make it in until the following morning.

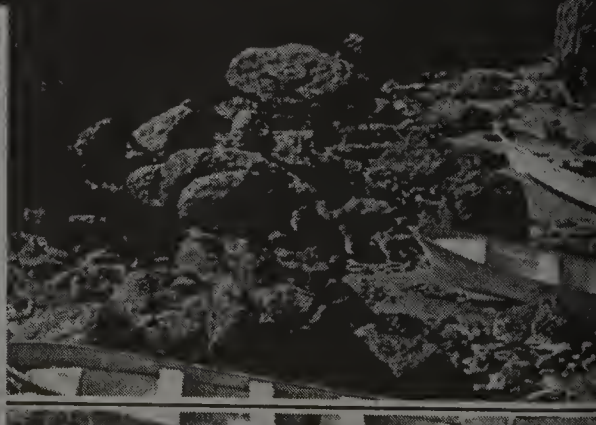


Alan 'Faceplant' Weaver surfs the transom during a Bahia Santa Maria daysail.

Bahia Santa Maria is no garden spot. The hills are rocky and brown, and green vegetation doesn't exist in the desert climate. Getting ashore isn't particularly easy, either. Mariners have the option of trying to land on a rocky shore, a beach where the waves pound, or negotiating the

bar leading to the ramshackle fish camps in the mangroves. As such, most folks were content to spend the day on their boats, resting up for the final leg or chatting with new made friends.

But for those who made the extra effort to get ashore, 'Bahia Maria' has hidden charms that grow on you. With a little care, it's possible to get ashore to stretch



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you legs. Hikers who climbed the summit of Mt. Bartolome were rewarded with a sensational panoramic view of San Carlos, Mag Bay, Bahia Maria, and the rugged coast to the north. And with the extreme low tides, the many tide pools offered a variety of rewards. When ashore at Bahia Maria, it's always fun to pay a call to the famous surf camp on the bluff near the point, where in-the-know surfers pay big bucks to stay in tents with tarantulas. No gringos were there this year, but the waves were cranking nonetheless, so the Ha-Ha surf team had all the rides to themselves. Manuel, the caretaker at the camp, was nice enough to remember the Poobah from years past.

Leg Three: For a combination of reasons — homesickness for civilization, no more clean clothes, out of water, eagerness to get a berth in Cabo, but mostly not wanting to spend an extra night at sea — it's become a Ha-ha tradition for boats to start the Third Leg early. It's fine with the Poobah — as long as they let him know what they're doing.

Spread: The surf camp at Bahia Santa Maria isn't the Ritz, but some folks pay big bucks to stay there. **Inset:** When boats show up at Turtle Bay, local kids serve as a welcoming committee.

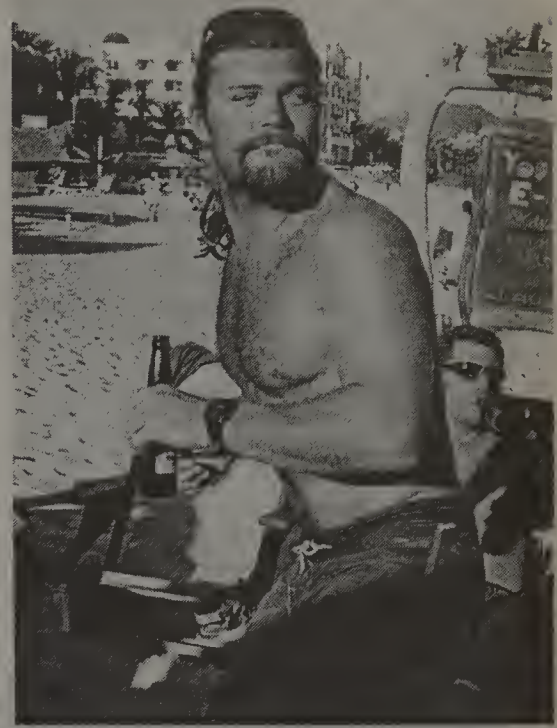
The fleet erosion always starts with a couple of boats that bypass Bahia Maria entirely. Then a couple more trickle out the night before the scheduled start. Other groups leave at 0400 and 0600. If we remember correctly, no more than three of the 99 boats that started in San Diego were around for the official start of Leg Three.

Frankly, the Poobah doesn't understand the rush to get to Cabo, which has become so overwhelmed with people and shlock that the spectacular natural beauty is getting ever harder to appreciate. So being one of the last boats in a spectacular natural place like Bahia Maria brought the Poobah no sorrow.

As it turned out, there were several other boats that weren't in such a hurry to leave either. *Pegasus*, *Saga*, *Profligate*, *Orion* and a couple of others decided they really wanted to try to sail the entire way to the Cape. With the wind an inconsistent three to six knots from aft, it was slow going in the heat of southern Baja. Two knots was a good score on the speedo in the morning, and three knots wasn't bad in the afternoon. Sure it was slow, but who cared? We all had food and water, the sea was a pretty blue, the sun was perfect for tanning, the seas were flat, and if you drove really carefully you could keep the chute full about 20% of the time. That's darn near ideal in the Poobah's book.

Eventually *Pegasus* gybed away, then *Saga* bailed out to spend the night in Mag Bay. A couple of hours before dark, however, we on *Profligate* had a real Ha-ha moment, when we slowly overtook *Moondance*, the Kennex 445 catamaran Karl and Jill Matzke are cruising on with their two kids. It was just the two catamarans, smoothly gliding along at pretty much the same slow pace, pulled along by the gentle breeze in the bright spinnakers that contrasted so dramatically with the brown hills of the shore. If we'd been in a race, it would have been a time of tension. But as it was the Ha-Ha, the two crews got to happily share one of sailing's soft and sweet moments.

A couple of hours later, the more competitive *Pegasus* gibed back right in front of us, so we engaged in a battle royale in zephyrs. It was fun, too. But what made it really worthwhile is that a short time later a huge moon came up, with the Hunter 54 silhouetted against it. Given the large number of other Ha-Ha boats close together on this last leg, we're sure a number of other boats shared the same kind of experiences. When there's any wind at all, the nights on the last leg are our favorite part of the Ha-Ha.



Tod Stokes. Save a Turtle, get a beer — it's Ha-Ha the law!

The last sailing day of the Ha-Ha was difficult. It was wonderfully sunny and warm, but the wind was frustratingly light and the swell caused the main to crack like a whip a couple of times a minute. We had a strong urge to turn on the engine, particularly with many other boats motoring past, but thanks to many bottles of ice cold Becks Beer and the Door's Greatest Hits turned up loud, we hung in there. It might have been coincidence, but we like to think that our perseverance was rewarded twice later in the day.

First, a large pod of whales glided past us in the other direction, not 100 feet from our boat. It was awesome. A short time later, a strange-looking sailboat began to **With miles of empty beaches at Turtle Bay, there's plenty of room for solitary strolling.**



BAJA HA-HA V

rapidly gain' on us from behind. Before long, Peter Hogg of the Corinthian YC and crew raced by us in Steve Fossett's record-smashing trimaran *Lakota*. The boat was being delivered to Puerto Vallarta. It turned out to be a great last day at sea, particularly when a fresh breeze in the late afternoon carried us across the finish line at 10 knots and all the way to the Friars.

By time we motored into Cabo, about half the fleet was already in. The marina situation was tighter than it had been in years, thanks to some weird dates of a fishing tournament in Mazatlan. Furthermore, the Port Captain wasn't allowing anyone to anchor in the Inner Harbor. But it all worked out. Cabo Isle Marina was able to accommodate about one third of the fleet. The small marina next to the

outside fuel dock took a group, and a few Ha-Ha folks were able to get Hacienda moorings. Best of all, however, the outer anchorage was as wonderful as it ever gets. The 84° blue water was perfect for diving into each morning, the light breeze was offshore, and there wasn't much of a swell.

By the following day, the Ha-Ha net — based out of the Baja Cantina at the base of the Plaza La Glorias — had been added on to the end of the Cabo Net. By noon, the entire fleet had been accounted for — which was a good thing, because the Ha-Ha Beach Party began a couple of hours later at Jauncho's Reef, a fine but funky beach bar overlooking the anchorage and the Cape. The drinks and food were at a discount, the banana boat rides were free, and for \$2 they'd send an e-mail back

home. If you really wanted to rub it in to your friends in rainy San Francisco, it was just \$5 to have your picture taken on the beach and e-mailed to friends.

It was an easy and mellow party that just kept going. After the volleyball game was called for total darkness, folks sat around the bonfire and listened to well selected tunes from the stereo. Picture yourself sitting around a fire, piña colada in hand, boats at anchor just a few hundred feet away, and you being warm wearing nothing but your swimming suit. Ah, the Cape! Those looking to visit their wild and dark sides later slipped off for a session at Squid Roe.

We're happy to report that only one participant — Monk Henry of *Passage West* — ended up in the Cabo jail. It's a long story, but what happened was that

BAJA HA-HA V RESULTS

(It was truly uncanny, but when results were calculated under the unique Poobah rating system, no boat finished lower than third.)

'AGAVE' Division											
1	Passages	Hans Christian 33	Dan & Linda Green	San Francisco	3	Nintai	Freeport 41	D. Maloney, Howard Biolos	San Diego, CA		
2	Endless Summer	Cheoy Lee 32 MS	D. Villepique & B. Bernasconi	San Francisco, CA	3	Kiana	Sceptre 41	Davie & Ziggy Clark	Newport, Oregon		
3	Hawkeye	Nonsuch 26	Brian Bouch	Petaluma, CA	3	Soulmate	Kettenburg 43	Mark & Laurie Jones	Longbranch, WA		
3	Nauti R.V.	Jensen 31	Al & Joann Jensen	Vallejo, CA	3	Lucid Dream	Mason 43	James Houston & Patti Sutter	Anacortes, WA		
3	Snow Leopard	Westall 32	Gordon Ray	San Francisco, CA	3	Allons'y	Slocum 43	Larry McGill & Lena Blais	Friday Harbor, WA		
'BURRITO' Division											
1	Another Girl	Catalina 30	Robert Setzer	Palo Alto, CA	1	Destiny	Centurion 42	Michael & JoAnne Gray	Seattle, WA		
2	Timberlake	Morgan 32	Tone Bernard	Eureka, CA	2	Evasion	Beneteau 456	David R. Domingo	Sacramento, CA		
3	Esencia	C&C 29	Kevin DeWaay	Ventura, CA	3	Zephyrus	Cheoy Lee 38	Lee & Peg Crockett	San Diego, CA		
3	Ariel	Cal 29	Steve Freeman	Vancouver, B.C.	3	La Rive	Hunter 40.5	T. Joe Larive	Fresno, CA		
3	Venture	Islander 30	Jim Belisle	Oxnard, CA	3	Full House	Catalina 42	Danielle Williams	Sherman Oaks, CA		
'CEVICHE' Division											
1	Mandolin	Cal 34	Todd & Ellen Mandeville	Santa Cruz, CA	3	Joie de Mar	Beneteau 40	Peter Kilcommons, M.D.	San Francisco, CA		
2	Faith	Islander 36	James Burbidge	Channel Islands, CA	3	Break 'n Wind	J/130	John & Nancy Moore	Alameda, CA		
3	Eclipse	Brit Chance 34	Ants Uiga	Long Beach, CA	3	Wisely Done	Hylas 44	Bill Wisely	Sausalito, CA		
3	Belladonna	Cal 35	Mila Wilmot	Half Moon Bay, CA	3	Friendship	Nordic 44	M. & M. Starbird-Valentine	Palo Alto, CA		
3	Altair	Cal 35	Tom & Diane Dunkleman	San Francisco, CA	3	Recovery!	Nordic 44	Larry Fisch, Bill Claypool	San Francisco, CA		
3	Panacea	Ericson 35 Mk II	Bruce Thompson-Bowers	San Diego, CA	3	Frivolocity	Norseman 447	Dick Lewis	Escondido, CA		
3	Mariah	Morgan 35	Kevin Fullerton	Costa Mesa, CA	3	Avalon	Swan 44 Mk II	Tom Daly & Nyna Casey	San Carlos, CA		
3	Vagabond Lady	Shock Cutter	Lee & Patricia Clerk	Santa Barbara, CA	3	Airborne	Encson 46	Mike Gravitt	Alamitos Bay, CA		
3	Chardonnay	Catalina 36	Frank & Donna Barkey	Auburn, WA	3	Dreamtime	Norseman 447	Delbert & Carol Wiens	Juneau, AK		
3	In The Mood	Catalina 36	Wayne & Sandy Benesch	Yuma, Arizona	'JALAPENO' Division						
3	Orinoco Flow	Hallberg-Rassy 36	Bruce & Ginny Hilton	Gig Harbor, WA	1	Sorrento	DownEast 45	David & Fran Taylor	San Diego, CA		
'DESPERADO' Division											
1	Passage West	Cheoy Lee 36	Monk Henry	Sausalito, CA	2	Wayward	Fuji 45	James & Michelle Van Sickle	Long Beach, CA		
2	Kabunza	Pearson 365	Steve Schultz	San Francisco, CA	3	Rhumb Rose	Peterson 44	John & Laura Gilbert	Laguna Beach, CA		
3	Paragon	Bayfield 36	Todd Clarenbach	Sandy Point, WA	3	Roller Coaster	Peterson 44 R	Keith & Lesley McKenzie	Balboa Island, CA		
3	Whispering 'Si'	Cal 36	Don Fleischer	Monterey, CA	3	Soon Fung	Fuji 45	H. Mickens Jr.	Orange Park, FL		
3	Mai Tardis	Cascade 36	Penny & Ryc Rienks	Seattle, CA	3	Sunda	Cal 2-46	Graham Gibbons	Corona Del Mar, CA		
3	Phaedra IV	Freeport 36	Frank & Betty Raush	Belmont, CA	3	Alsvind	Vagabond 47	Michael & Susan Ulrich	Leucadia, CA		
3	Halcyon	Pearson 365	Jack Lanham	Bothell, WA	3	La Vie Dansante	Vagabond 47	David Woodard	Alameda, CA		
'ENCHILADA' Division											
1	Mudshark	Express 37	David Fullerton	San Mateo, CA	'KILO' Division						
2	Joy Ride	Cal 39	Jim Bailou	Sausalito, CA	1	Orion	CT 49	Mike Hibbetts	San Francisco, CA		
3	Victoria	O'Day 37	Gary Kirkpatrick	El Segundo, CA	2	Bequia	Gulfstar 50	Doug Darling / Teresa Moore	Victoria, B.C.		
3	Justa Swiss Farm	O'Day 37	James & Terry Fairfield	Hawthorne, NV	3	Sanctuary	CT 49 cutter	Bill Harris	Channel Is., CA		
3	Blamey 3	Morgan 38	The Maher Family	Alameda, CA	3	Tadita	Gulfstar 50	Bob & Linda Pickles	Bellevue, WA		
3	Diana B	Cal 39	Bill & Diana Barash	San Anselmo, CA	3	Golden Ring	Hudson 50	W. Berg & D. Baldasar	Seattle, WA		
3	Escapade	Caliber 40	John & Patti White	Silicon Valley, CA	3	Lisa Marie	Passport 51	Mark & Kathleen Barger	Sausalito, CA		
3	Fantasy	Freedom 40	Dick & Pat Mundy	Alameda, CA	'LANGOSTINA' Division						
3	AWOL	Islander Peterson 40	Steve & Jill Hoffman	San Francisco, CA	1	Pegasus	Hunter 54	Hali & Wendy Palmer	Palo Alto, CA		
3	Ceilidh	Pearson 40	Jay & Janice Hawkins	Sausalito, CA	2	Polar Bear	Tayana 52	David & Jan Vidmar	Sitka, AL		
'FRIOLE' Division											
1	Maverick	Fast Passage 39	Joe 'Archie' Parks	Seattle, WA	3	Toujours	Amel Mango 50	Tom & Bonnie Steinholt	Incline Village, NV		
2	Sarah Elizabeth	Ericson 38	Rick & Liz Strand	Sonoma, CA	3	Knee Deep	Columbia 50	Dennis & Barbara Johnson	San Diego, CA		
3	Raven	Ingrid 38 Cutter	Duane & Dorothy Alexander	Alameda, CA	3	Blaze	Warwick 60	Cecil 'Van' Draper	Honolulu, HI		
3	Bilikin	Southern Cross 39	Fred & Bada Stewart	Juneau, AK	3	Saga	Wylie 65	The Stone Family	Sausalito, CA		
3	Bries	C.H. Offshore 40	P. Ernest Croan	Oakland, CA	3	Leda	Dynamique 80	William Hogarty	Alameda, CA		
3	Moontide	Mariner 40	Michael & Leah Knoke	San Diego, CA	'MARGARITA' Division						
3	Itchy Feet	Swift 40	V. Comella & M. Mortenson	Santa Cruz, CA	1	Sea Bird	F-27 Trimaran	Rich Holden	Alameda, CA		
'GUACAMOLE' Division											
1	Freya	Taswell 43	Bob & Barb Unanski	San Francisco, CA	2	Moondance	Kennex 445 Cat	Kari & Jill Matzke	Palo Alto, CA		
2	Lyon Around	Island Packet 40	Bob & Judy Lyon	Alameda, CA	3	G. P. Abernathy III	Prout Quest Cat 33	Sam & Donna Patrick	Orlando, FL		
3	Sula	Bayfield 40	Dennis & Kay Rogers	Eureka, CA	3	Miki G	Gemini 105 cat	M. Beattie & L. Goldman	Santa Cruz, CA		
3	Shanti	Mariner 40	Richard & Char Palmer	Port Hadlock, WA	3	Gypsy Dolphin	Seedclipper 42 Tri	Ethan Windahl	Seward, AL		
3	Deliverance	Nauticat 40	Bill & Dionne Casey	Cape Coral, FL	3	Capricorn Cat	Custom Cat	Blair & Joan Grinoles	Vallejo, CA		

when he tried to bail a local out who tried to help him, the *federale* thought he was attempting to bribe him. It was over in a couple of hours. Ironically, the owner and captain of the largest boat in the Ha-Ha fleet had first met in a Cabo jail. Their crime was trying to return a plastic chair a gringo had tried to steal. When they brought it back, they were confronted by the gun-waving owner and the cops. No good deed, it seems, goes unpunished at the Cape.

The following morning, much of the fleet gathered at Lupe's Crazy Lobster, which has taken over and nicely refurbished the old Broken Surfboard site. The Crazy Lobster is now the cruiser's center in Cabo, and home of the Some Like It Hot Rally. It's a good thing, because Lupe's a great guy who offers terrific dining values.

Ha-Ha V came to a close on the evening of November 7 with an ultra casual awards party at gorgeous Cabo Isle Marina parking lot. The folks at Corona Beer were good enough to donate hundreds of free beers, which helped promote the casual nature of the ceremonies. Orion was awarded the soul sailor prize for being the



At the Turtle Bay beach party, young Hayden Stone, 5, and his sister, Adalaide, 3, wait for their shot at the pinata with anxious anticipation.

only boat to sail all the way, but nobody left without a 'trophy'. In addition, there were as many silly prizes as could be

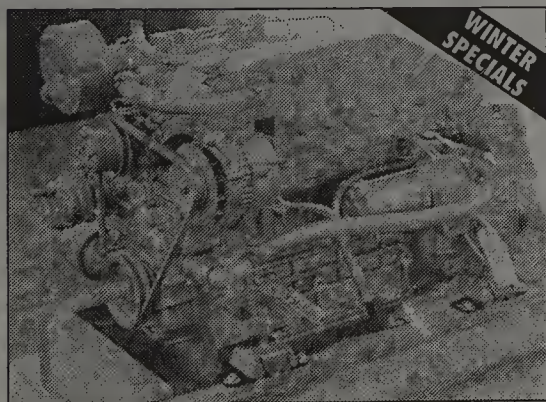
thought of, such as the only Chinese entrant, the youngest participant, biggest catch, most stuff fouled in prop, most loquacious, and such. It was great fun.

This year's Ha-Ha didn't feature the wildest and craziest group ever, and that was just fine with the Poobah/Wanderer. Everyone arrived safely, mingled well, drank in moderation, and didn't forget to check in when there were supposed to. Bless all your hearts and may your future voyages be a pleasure. We know we missed most of the adventures that happened, so if you'd like to share them, our address is richard@latitude38.com.

The Wanderer gave a lot of thought to making this year's Ha-Ha V the last ever. It's a lot of responsibility and work. But thanks to the cooperation and appreciation of all the participants, and the support of the various businesses and government agencies, he's going to do it again in '99. It might not be quite as delightful as this year's Ha-Ha — but you never know. In any event, it will start on October 26 and end on November 6.

— latitude 38

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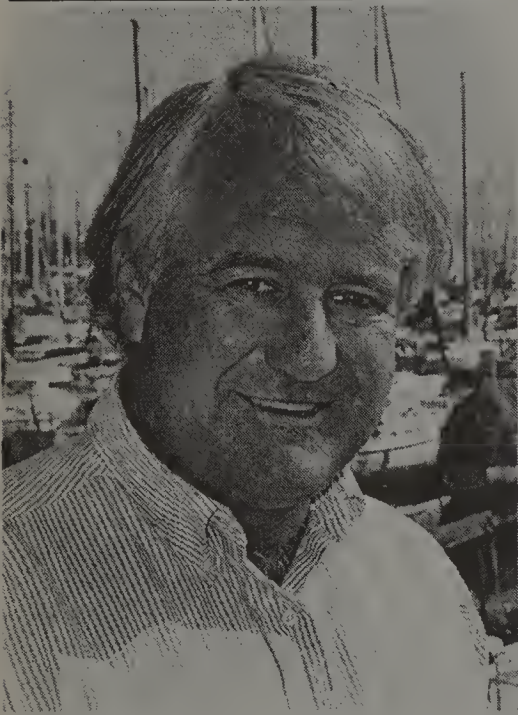
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ALAN ANDREWS — EYES ON

How many people have you met who knew exactly what kind of a "grown-up" job they wanted while they were still in



Alan Andrews.

high school — and then proceeded to make that dream come true? Well, you can add the name of Alan Andrews to that list.

Alan Andrews is a yacht designer. That's what he wanted to be as a kid growing up in Newport Beach. That's what he wanted to be while attending Newport Beach High School. That's what he studied in college. And to the surprise of absolutely no one, less than two years after graduation from Stanford University, Andrews opened the yacht design firm that bears his name. Today, the 43-year-old Andrews is living his childhood dream.

Andrews' parents moved to Newport Beach when young Alan was just five years old. Both of his parents sailed; many of their neighbors had children who sailed, and before long young Alan was also immersed in the Orange County sailing scene. During the summers, Balboa YC became his second home. He actively raced the boats that were popular in Newport Beach at the time — Naples Sabots, FJs and Kites. As he grew older, he crewed for his dad on their Cal 20, and sailed at Los Angeles YC aboard his grandfather's 40-foot Owens cutter.

He vividly recalls all of the details of those experiences, and can still accurately describe every repair made to the Sabot sail he used some 30 years ago. Without question, those experiences laid the foun-

dation for Alan Andrews' life.

Andrews' parents also had a lot to do with shaping his future path. "As the years have gone by, I've thought more about how trusting my father was with his boats," he recalls. "In the early part of high school, I was allowed to sail the Cal 20 on the weekends that Dad, who was a doctor, had to work. By the time I was a senior, I had been checked out on the new boat, a Ranger 33. I was allowed to race it, not only around the buoys off Newport, but around Catalina and San Clemente Islands with a crew of high school and college-aged kids. We also took the boat down to San Diego for the Ranger 33 Nationals on another weekend that Dad had to work."

"How many parents will let their kids take the family racer/cruiser on those kinds of races at that age?" Andrews asked rhetorically. "At the time, I thought it was natural. However, with the perspective of a few years, I was pretty lucky to have parents who trusted my judgment and encouraged my sailing."

His early enthusiasm for sailing extended far beyond his on-the-water experiences. While other kids were building footstools in their high school shop classes, he was creating vacuum-formed model sailboats.

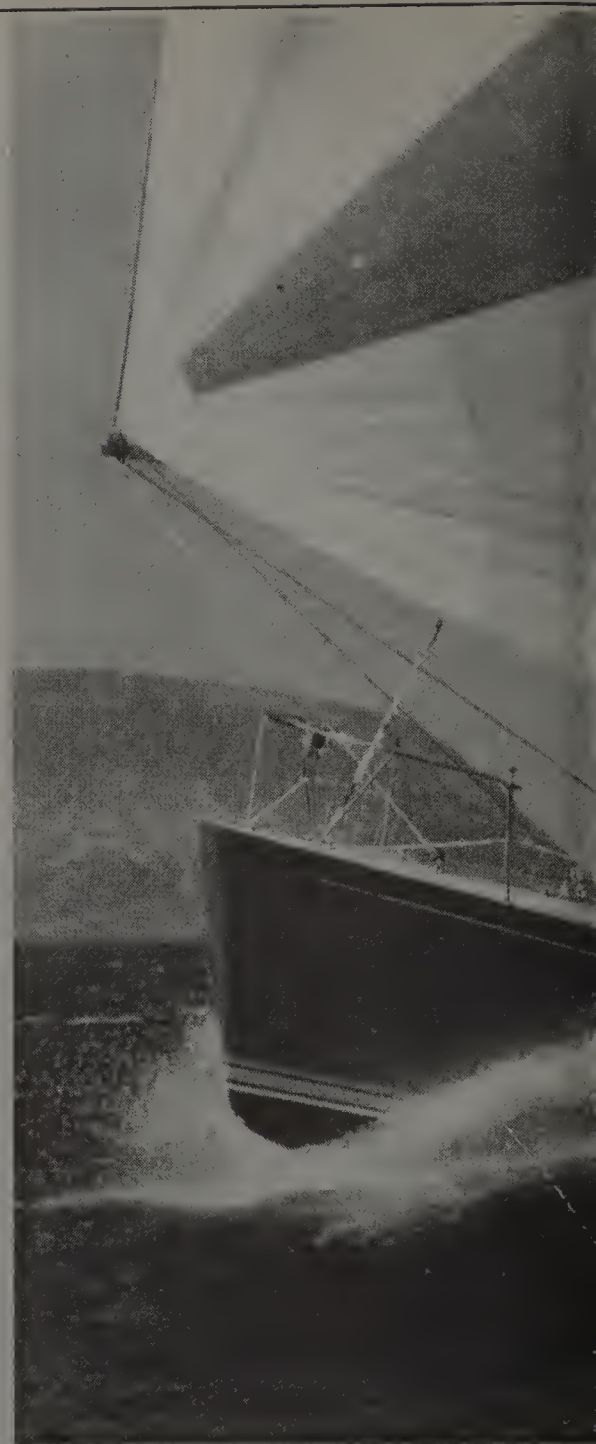
Andrews' father supported his dream of becoming a yacht designer, but realistically pointed out that it was a very small field. When it came time to select a college, both father and son agreed that a degree in mechanical engineering would provide a proper foundation for designing yachts, and also equip him with something to fall back on — just in case.

Andrews sent applications to MIT, the University of Michigan, UC Berkeley and

"Modify" is really too tame a word to describe the 'Arriba' project.

Stanford. Because he had never spent much time in the snow, he quickly trimmed his choices down to the two California schools.

After visits to both campuses, Andrews chose Stanford and immersed himself in



engineering — and racing on the sailing team. "Without question, I sailed more hours per week while I was in college than I have before or since," he recalls fondly. Those efforts were rewarded in his junior year when he was selected as a collegiate all-American.

It was the summer of 1976, between his junior and senior year at Stanford, that brought things into sharp focus for Andrews. He spent his afternoons coaching the advanced racing sailors at San Diego YC, but he worked in the design office of Doug Peterson during the mornings. At the time, Peterson was one of the world's hottest designers of racing boats, and this experience served to 'set the hook'.

Andrews filled out the academic program for his senior year by taking graduate-level courses in fluid dynamics and other areas that would support his yacht



LATITUDE/RICHARD

One of TransPac's unforgettable images — 'Medicine Man' blasts toward first-to-finish honors in 1996, beating 'Merlin's 20-year-old record in the process.

design goals. And whenever the Stanford sailing team traveled east, he made side trips to New York to interview with naval architects. Meetings with Olin Stephens, Scott Kaufman and Bob Derecktor quickly removed any doubt that yacht design was indeed a very small field. Although Derecktor offered him a job as a loftsmen working on the floor, that really was not what Andrews wanted to do.

Shortly after graduation, Andrews met Dennis Choate and went to work for him at Dencho Marine in Long Beach. He did their in-house design work and other functions tied directly to the construction of race boats. At that time, Dencho was busy pumping out CF 41s, and was starting work on two new Kaufman designs, the CF 27 and the Choate 40. Andrews also worked with Choate to modify a

Bruce King-designed 50-foot hull that Choate had acquired — although the word 'modify' is really much too tame to describe that project.

"The hull looked a bit like an Ericson 46," Andrews recalled. "It was the wrong shape to be competitive in IOR during that period, so we cut off the skeg and spread apart the stern sections before we glassed the rear end back together. We also reshaped the hull and changed the shear line by cutting off some of the freeboard with a sawsall." They then designed the underwater foils and a rig for this highly modified creation. When completed, the King/Choate/Andrews design was named *Arriba*. It proved to be a very successful IOR racer, and Choate sailed it to first overall in the 1979 TransPac Race.

In February of 1979, Andrews took the big step and opened his own yacht design firm. "Dennis (Choate) encouraged

me to do it," Andrews recalls. "He also promised to hire me to help with his projects — which he did."

Although he lived in Orange County, Andrews chose Long Beach for his new office. "It was more in the center of big boat sailing in Southern California than Newport Beach was, and I had lots of contacts there from Dencho," he said.

Andrews quickly built a solid reputation for helping IOR racers optimize their ratings and their boats. He enjoyed those projects, but he was also eager to design a boat of his own.

Andrews refers to himself as a yacht designer. "Anyone in the state of California can call himself a naval architect," he explained. "There are no legal requirements or prerequisites to use that title." He is, however, sensitive to the fact that those who graduated with a degree in naval architecture might take exception, and avoids using that term in his business.

Andrews' first commission was a 35-foot cruising boat. It took a while before he got an opportunity to design his first race boat, but it all came together in 1982 with a 30-footer called *Details*.

Details was designed specifically for the 1982 MORC (Midget Ocean Racing Club) International Championship that was held at the California YC in Marina del Rey. There were eight partners in that project — one of which was Alan Andrews. Not only did he design the boat, he also invested most of his savings in the project.

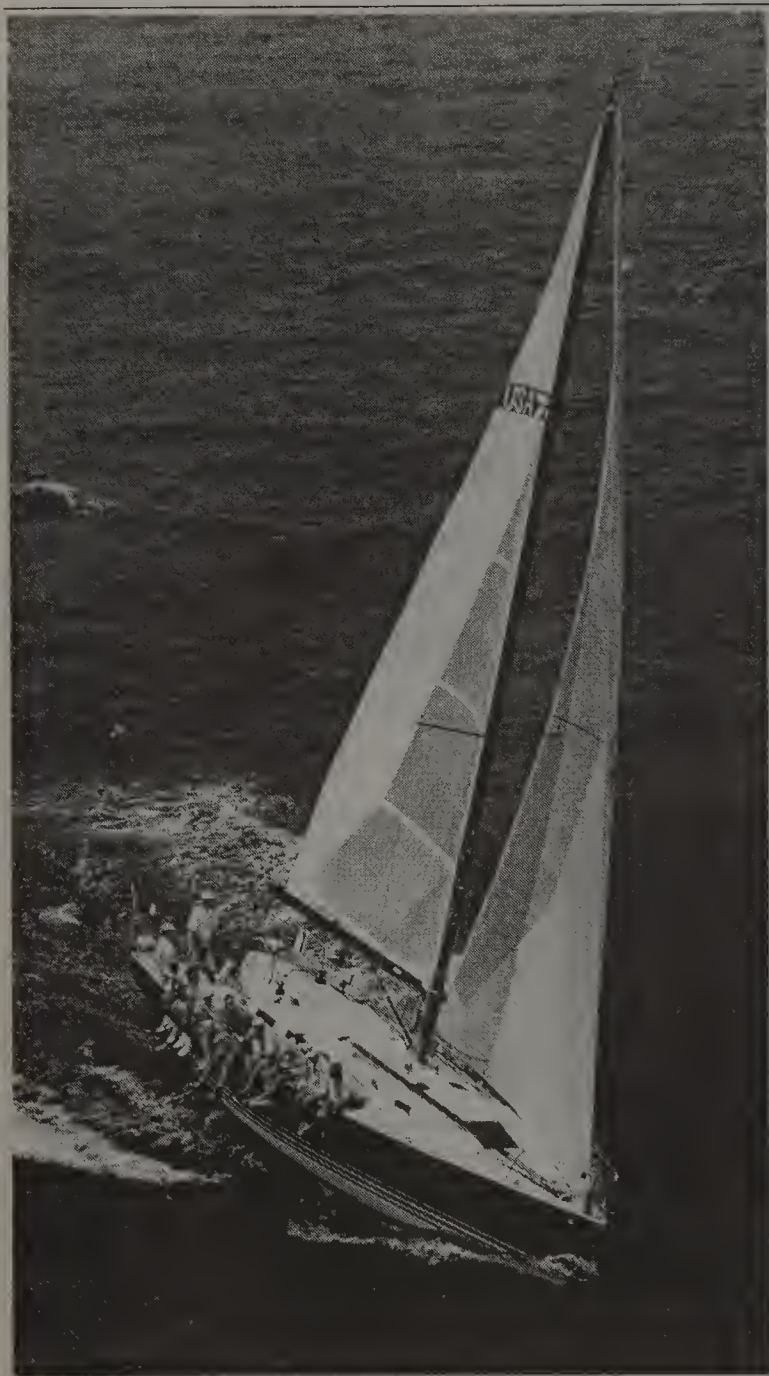
"When you're starting a new design firm, and you're 'the guy,' and you don't have any boats that you can point to — you pretty much have to invest in your own boat," he explained. It was a good investment. With Andrews steering, *Details* won its class and was first overall in the 1982 MORC Internationals — and the firm of Alan Andrews Yacht Design had its first winner.

It didn't take long for other projects to start rolling in. In 1983, Andrews designed *Allegiance*, a 39-foot fractionally-rigged IOR one-tonner, for Bill Ostermiller. "I'd sailed with Bill and done some rating work on his Serendipity 43," he explained. "When it came time for a new boat, Bill gave me the project."

Next came *Impact* for Ron Melville. It was a near-sistership to *Allegiance*, but had a masthead rig.

Both boats did very well. *Allegiance* was shipped to Florida where it won its class in the 1984 SORC, and was second overall in that prestigious regatta. *Impact* was launched in time to win its class in the 1984 Long Beach Race Week regatta. Later, a team from Balboa YC took *Im-*

ALAN ANDREWS



pact up to the Bay where it beat *Coyote* to claim the San Francisco Perpetual Trophy.

Since that time, Andrews has designed more than 50 boats, many of which have become very well known. He's designed everything from small MORC boats to turbosleds. And while many people think of him primarily as a designer of race boats, he's also produced an impressive number of cruising yachts. In fact, he currently has an 80-foot performance cruiser in the 'bidding and evaluation' stage. That boat has five double state-rooms, a sumptuous main salon, air conditioning and all of the quality trappings. The client for this mega-yacht is a repeat customer — presently the owner of an Andrews 65 performance cruiser.

Andrews has had quite a number of repeat customers. Chuck Cook, who was

one of the eight partners in *Details*, has owned three Andrews designs. And Dr. Neil Barth commissioned three Andrews boats — the 53-foot *Persuasion*, the ILC 40 *Growler* and the Whitbread 60 *America's Challenge*.

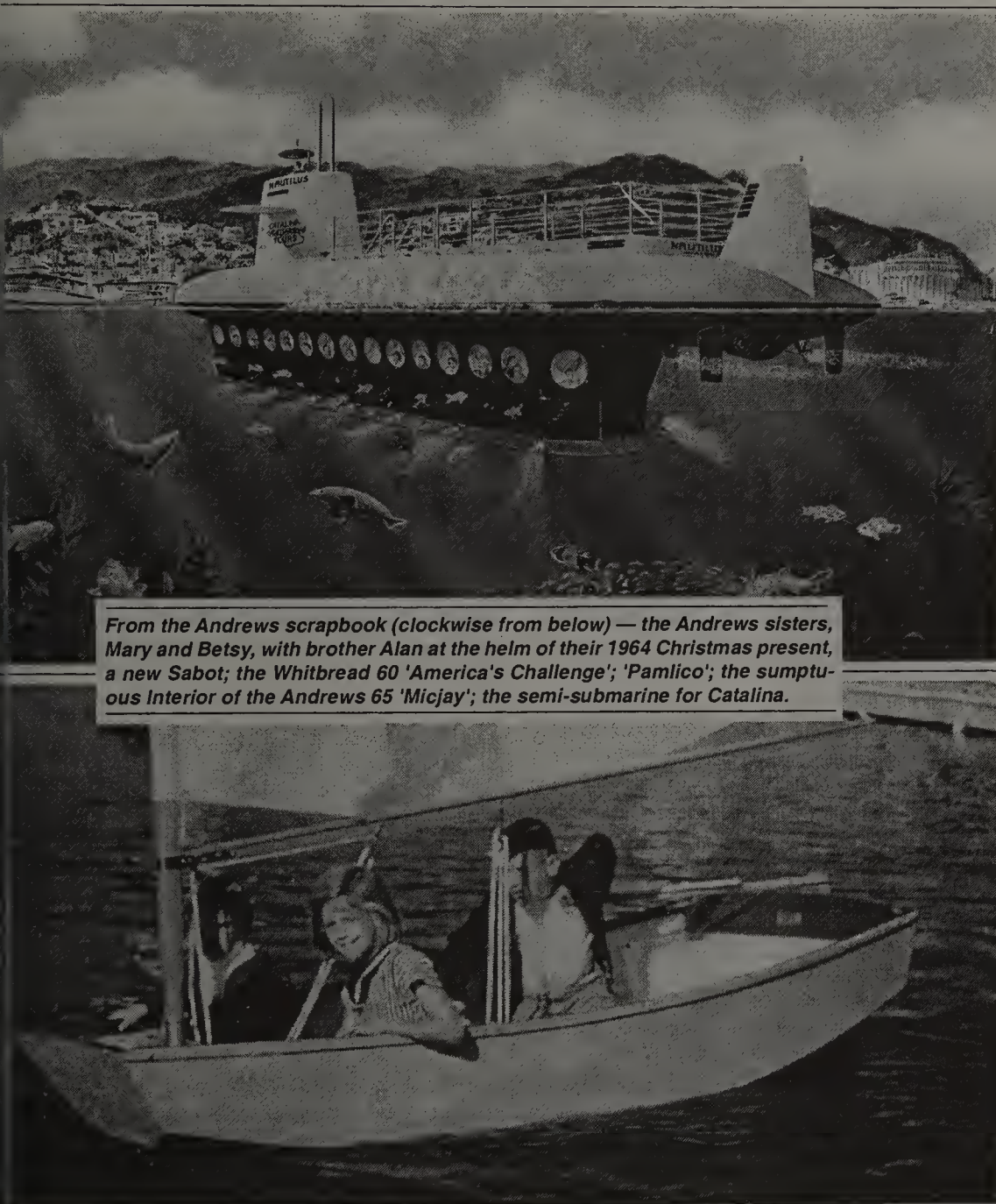
Andrews tries to keep track of the significant wins his boats have recorded, but the ever-expanding list isn't always easy to keep current. However, he is sure that his boats have won Class A in the MORC Internationals six times, and they've won the overall MORC prize twice. And who can forget Hal Ward's turbosled *Cheval* finishing first in the '95 TransPac — sailing across the finish line under jury rig with a broken mast! In the same race, Bob Lane's *Medicine Man* was the first boat to break *Merlin's* 20-year old Trans-

Pac record — not bad for a 56-footer!

And there also was *Pamlico*, a 38-footer that won its class at Key West Race Week. And Mike Campbell's Andrews 70 *Victoria*, which won every Ensenada Race for a long time. And Dick Compton's 70-foot *Alchemy* — the only non-SC 70 to ever win a Cal Cup sled regatta. The list goes on: Neil Barth's ILC 40 *Growler* won the overall trophy in the 1994 Kenwood Cup, and his other boat, *Persuasion*, won its class in TransPac, the Manzanillo Race and the overall trophy at MEXORC. In its later life with a new name, *Karakoa*, the same 53-footer won the President's Cup in Manila. Other winners that come quickly to mind include *Aldora*, *Cantata*, *Risky Business*, *Renegade*, *It's OK!*, *Cipango*, *Vicki*, *Trader* — you get the idea.

Andrews has also been involved with a number of production and semi-produc-

— EYES ON THE PRIZE



From the Andrews scrapbook (clockwise from below) — the Andrews sisters, Mary and Betsy, with brother Alan at the helm of their 1964 Christmas present, a new Sabot; the Whitbread 60 'America's Challenge'; 'Pamlico'; the sumptuous interior of the Andrews 65 'Micjay'; the semi-submarine for Catalina.

PHOTOS COURTESY ALAN ANDREWS/ ILLUSTRATION: GARY MILTMORE

tion boats. There were 11 Andrews 26s built in Mexico City; seven Andrews 70s have been laid-up in the female hull mold at Dencho Marine; five 56-foot near-sisterships were built from a design Andrews did a few years back; seven female-molded Andrews 30s came out of Star Marine in Canada; and four male-molded 30s were built by Scorpio Yachts and Wiggers Custom Yachts. Andrews boats have been built in places as far east as Estonia, and as far west as Hawaii. And in the past six months, he's had inquiries from Italy, England, Asia, Argentina and Turkey.

Not all of his projects have been sailboats. The glass-bottom boat presently taking out passengers in Avalon on Catalina Island is an Andrews design.

"Working with US Coast Guard regulations was really quite interesting," he said. "I had to learn a whole new set of rules. And the design criteria are much different from those of private yachts. The operators are naturally very concerned about reliability. They ask questions like, 'Can it make nine trips a day without having to stop for anything? Can it run seven days a week during the season? Down time is very expensive.'"

Apparently, his glass-bottom boat met the criteria, because the same company has now asked him to design another one. However, this one will be different — very different. Although it's really a displacement boat, it will look just like a submarine. The 49 passengers will peer out of portholes that are all below the waterline. This 65-foot 'submarine' is presently under construction and will be in service

next year.

Andrews also has another unique project under way. He's been asked to take a patented invention and use it to produce a marketable 16-foot beach catamaran. Although the design work is well underway, he could not go into much detail about the project because of confidentiality clauses in his contract. "We should have a prototype sailing before the end of the year," he explained. "It's been an interesting project. To utilize the patent to its full extent, we had to work with some new and different materials."

Not only have the building materials changed a lot since Andrew started designing boats, the tools that he works with every day have also changed dramatically. "When I started my business, one of the first things I did was to buy a programmable calculator," he stated. "That HP 41C gave me the 'sophistication' to program the IOR Rule, the MORC Rule, plus some rig and other design programs. But by today's standards, it was pretty primitive."

PCs became available shortly after that, and by 1985 Andrews was producing CAD (computer aided design) drawings and computer-faired hull shapes. "Computer technology is allowing us to do a better job of designing boats," Andrews said. "With a calculator and a pad of paper, it used to take two days to do the righting moment calculations for 25 degrees of heel. Now, it's maybe 15 seconds with a computer. As a result, we can do a lot more 'iterations' of things."

"Computers have also opened new avenues for us to convey information," he continued. This is very evident with his new 45-footer presently under construction at Westerly Marine. "The boat is not being lofted in a traditional manner," he explained. "Westerly isn't printing a mylar set of drawings from our CAD stuff. Instead, they're cutting out the frames with a numerically controlled router using CAD files that we emailed to them. They simply put a disk into this router and it cuts out plywood frames by itself."

"When we did the Whitbread boat back at Eric Goetz's yard in Rhode Island, every drawing for that boat was delivered by email," he continued. "We also did extensive tank-testing on that project."

"For a Whitbread boat, tank testing is not outrageously expensive in the overall scheme of things — but it is expensive," Andrews said. "It's also important. There is no 'continual development string' for those boats," he explained. "When we do an IMS boat, we can build on the experi-

ALAN ANDREWS

ence of other designs — our boats as well as the boats of other designers. That 'continual string' does not exist for America's Cup boats or Whitbread boats that only race together every couple of years. Obviously, it would be expensive to build a bunch of Whitbread boats to test against each other. It's much less expensive to test models in the controlled environment of a tank to optimize the design."

America's Challenge, the Whitbread 60, was one of Andrews' biggest disappointments. "Without question, it was my most time-consuming project and our greatest technologic effort," he said. "As it turned out, there was a huge funding problem, and no one was really aware of it. Although the program had some early hiccups, we all were under the belief that it was going to happen — that eventually everything would all fall into place." It didn't, and the boat was forced to drop out of the race after the first leg.

"I really wanted to see it go around the globe, and had hoped to see it sailed on an equal footing with the other competi-

tors — sails, crew, budget. Unfortunately, the first time the boat sailed against another Whitbread 60 was at the start of

"It's interesting to see how easy it is to find a weakness in a formula...."

the race. Still, the guys who sailed the boat told me later they felt the boat had the speed to win the race."

Does Andrews have a favorite design — a favorite project? "Not really," he said, but maybe he's too diplomatic to single out a specific boat. However, his eyes do light up when he discusses some of his current projects.

"Westerly Marine recently started construction on a 45-foot ultralight sprit-poler for a client who is paralyzed from the waist down," he explained. "He's been

sailing a specially equipped Santana 30/30, but is ready to move up to a bigger boat. Obviously, it's important to set up the boat so he will be able to steer it well."

"We developed a cockpit configuration with two steering wheels and equipment to assist him in moving from side to side," Andrews continued. "There's a driver's chair that slides athwartships on traveler tracks. The seat can also be tilted to com-

pensate for the heel angle and can be slid aft so someone else can steer for awhile." This fractionally rigged pole-boat will weigh less than 12,000 pounds and fly big masthead asymmetrical kites downwind.

Also on the drawing board in Andrews' office are plans for a menacing-looking ultralight 50-footer. This is a pure racer that makes no concessions to cruising comfort. There's not even a refrigerator down below. This 15,000-pound fractionally rigged boat will fly masthead chutes downwind, but the sexy bulb keel leaves little doubt that the boat will also be a



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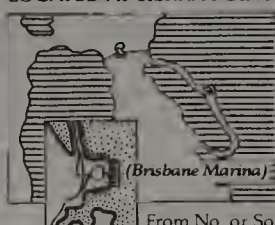


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potent threat upwind.

Bob Lane's 56-foot *Medicine Man* is also back on Andrews 'to do' list. This time it's being turbo-charged with a big fractional rig. Two years ago Andrews designed a new keel and a water ballast system for this boat. The keel was installed, but the water ballast project was deferred. "Now that Bob is going ahead with the water ballast system in addition to the new rig — which is actually *Pyewacket's* old one — we're looking at the whole structure again," Andrews explained. "We're examining the loads on chain plates and rigging sizes to insure the boat is strong enough to handle the additional stress."

"In its new configuration, *Medicine Man* will use masthead asymmetrical kites," Andrews continued. "A-sails are not treated very kindly by the IMS rule, but Bob doesn't care what his rating is. For the next TransPac, he just wants to get there as fast as he can."

There is also a new Andrews 35 under construction in Maui. "This boat is designed for IMS and PHRF racing in Hawaii," Andrews explained. "It's lighter than most IMS designs and the PHRF spinnakers are all oversized. The boat also has a heavy keel with a very low center of gravity, so it will be less dependent on crew ballast." Andrews smiled when he conceded the boat would not have any problem surfing. For IMS racing at the Kenwood Cup Regatta, the crew will switch to kites sized to the foretriangle.

Several years ago Andrews was asked to serve on the United States IMS Committee — an activity that requires attending a number of meetings each year in Rhode Island. "I don't think anyone on the committee believes IMS does a perfect job of handicapping boats, and most members can point to at least one area where efforts are being made to improve it," he noted. "It's interesting to see how easy it is to find a weakness in a formula compared to devising a general method, applicable both to the existing fleet and to boats not yet designed, for rating specific aspects of a yacht's speed. This committee has also given me insight to the international aspects of this type of rule, and how cumbersome decision making is

at the international level."

When asked about the reasons for the lack of IMS racing on the West Coast, Andrews had several thoughts. "There was some decent IMS racing here in the early '90s. Unfortunately, the IMS arrival on the West Coast coincided with the plunge in the Southern California economy, and people stopped buying boats," he said.

Americap racing — basically an owner-measured VPP rule with simplified scoring — is also spotty in California, but Andrews believes measurement handicap racing will find its place on the West Coast. "My guess is that the U.S. will implement the ORC Club Rule in place of Americap in the near future," he stated. "ORC Club is an international rule — essentially a duplicate of Americap. However, it has a mechanism to accommodate boats for which you don't have a full set of hull lines as required by Americap. ORC Club was very big in Germany this past year. In fact, in many European countries it's become much more popular than their version of PHRF."

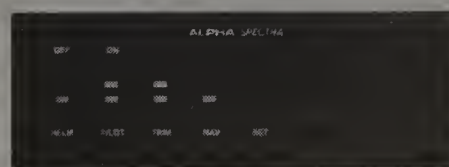
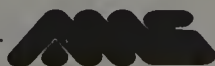
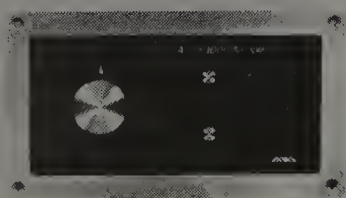
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Bill Stange - Olson 30 "I sailed my Olson 30 'Intense' in the single handed TRANSPAC San Francisco to Hawaii race using an Alpha 3000. I was able to set a new record of 11 1/2 days beating the previous record by 1 1/2 days. The Alpha pilot was critical to my success. I have used other self steering systems but nothing offers the speed or performance of the Alpha pilot."

Dan Byrne - Vallant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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ALAN ANDREWS

Andrews regularly puts in long days, and it's not unusual for his office lights to be burning long after the sun goes down. It turns out this work schedule fits nicely with that of his wife of 16 years, Molly Lynch. Molly is the Executive Director of Ballet Pacifica, a career where late hours are also quite commonplace. Obviously, children aren't part of the picture so far.

Andrews also makes time to go sailing. Obviously much of it is spent racing on boats he's designed for clients. "I want to help get new boats up to speed as quickly as possible," he said. "Also, it's important for me to see exactly what works and get the feedback necessary to continually improve our designs."

This year he's been racing on three of his turbosled designs — he's a regular on *It's OK!*, Lew Beery's 43-footer; he raced the Port Huron-Mackinac Race on *Attitude*, an Andrews 72 performance cruiser; and was in the Philippines for a successful President's Cup campaign on *Karakoa*.

But not all of his sailing has been on

boats that he's designed. He was a trimmer for Balboa YC's Schock 35 Lipton Cup team; he steered the BYC Melges 24 in

He started to smile as he talked about designing a monster boat for The Race...

the Balboa Challenge Cup; he crewed on the R/P 70 *Taxi Dancer* in the StFYC Big Boat Series; and he skippered an FJ in the Afterguard Division of the PCIYRA North/South Regatta. The skills that earned him a place on the collegiate all-American team are still very much in evidence.

Is there some 'dream project' that Alan Andrews would like to tackle? Without any hesitation he admitted that someday he would love to be involved in an America's Cup program. But he quickly

added that it would also be very exciting to design a world-cruising mega-yacht.

And then he started to smile as he talked about designing a monster boat for The Race — the non-stop around-the-world event for unlimited boats. "It would also be fun to design a new first-to-finish boat for TransPac," he subsequently volunteered.

After a bit of thought, Andrews admitted that there are also some dream projects that are not necessarily huge boats. "There is nothing like dealing with a client who wants to do something absolutely right," he said. "Someone who doesn't want to cram too much stuff into the boat for its size. Someone who wants the boat to be perfect."

Obviously, Alan Andrews has considered a lot of dream projects — and has lots of dreams. And after spending time with him, you can't help feeling that the little boy who grew up in Newport Beach is living his childhood dream right now. And enjoying every moment of it.

— tom leweck

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"We put Harken furling to the toughest test..."

Andy and Margaret Engwirda

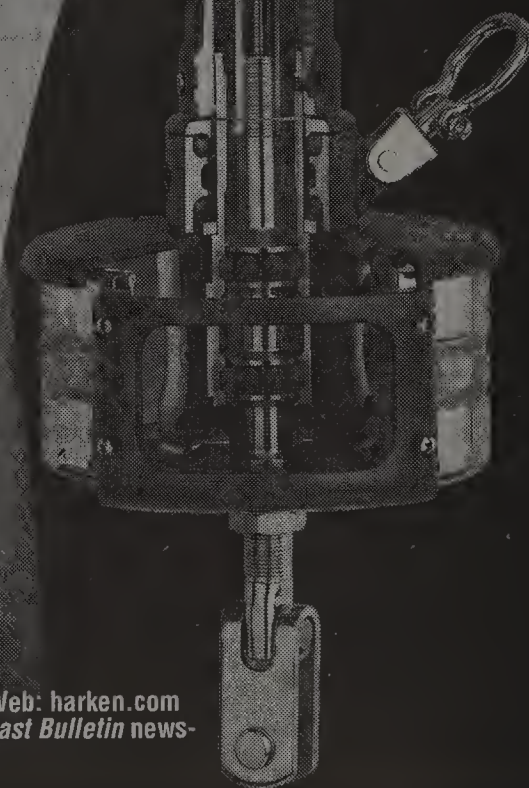
Recipients of Cruising World's 1998 Medal for Outstanding Seamanship for their 1996-97 one-stop circumnavigation via the five southern capes.



Australians Andy and Margaret Engwirda launched their mostly home-built, 56-foot timber yawl *Bolero* in 1985. For the next ten years, they logged 60,000 miles aboard *Bolero* before beginning their own circumnavigation via the same five southern capes route as the legendary Sir Francis Chichester.

"I changed our furling system in 1995 for our circumnavigation," said Andy. "We were able to furl the sails at all times under the harshest conditions -- the violent short-lived storms of the southern ocean and an Indian Ocean storm with wind gusts of 70 knots and 50-foot waves. The gear did not once fail nor need any repairs. We put Harken furling to the toughest test and highly recommend it."

Today, this extraordinary couple is back in Australia enjoying their three children and seven grandchildren -- and of course *Bolero*.

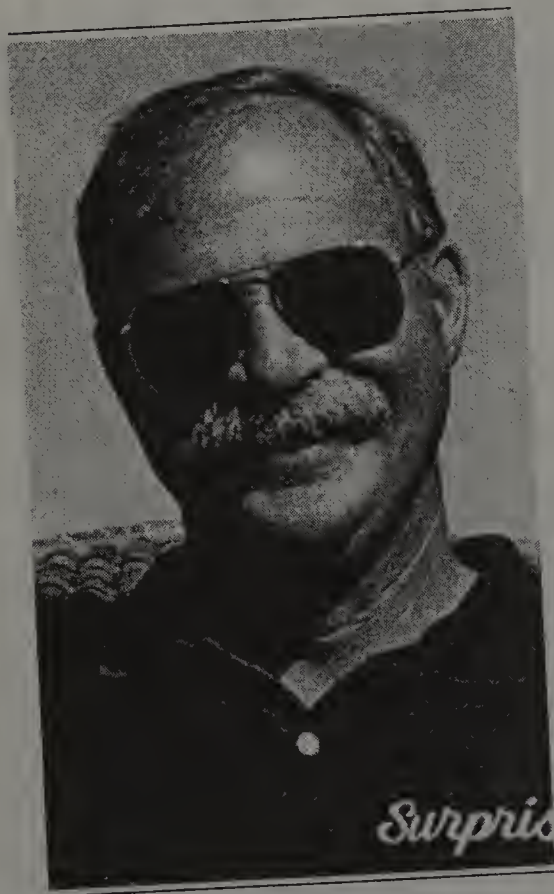
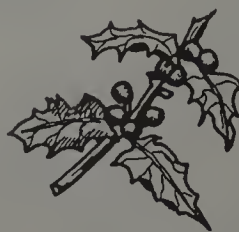


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DECK THE HULLS —

Up at the North Pole, Santa has been surprised by the number of letters he's received from Bay Area sailors. What are they asking for? Here's a sampling of what some of the better known personalities around Northern California would like to see stuffed in their stockings on Christmas morning.



Carl Schumacher
(Sailor/designer/PHRF committee member)

I want a measurement handicap rule that gains popularity with the yacht owners of the world. If we're going to dream, let's dream big.



Max Ebb (age 5)
(sailing everyman)

Electronic night vision binoculars with gyroscopic stabilization. This product might not actually be on the market, but that's what I want. The eyes just aren't what they used to be — and by the way, isn't it time *Latitude* switched to a larger type font, considering the average age of the readership?



Lee Helm (photo n/a)
(Naval architecture student)

I want someone to fund my latest project — a 60-ft long by 60-ft wide biplane-rig sailing hydrofoil. Just tell Santa *Square Wave*. He'll know. If, like, that's too much, I'll settle for money to develop my 30-knot amphibious car, or the transom-mounted sail conversion kit for inflatable dinghies.

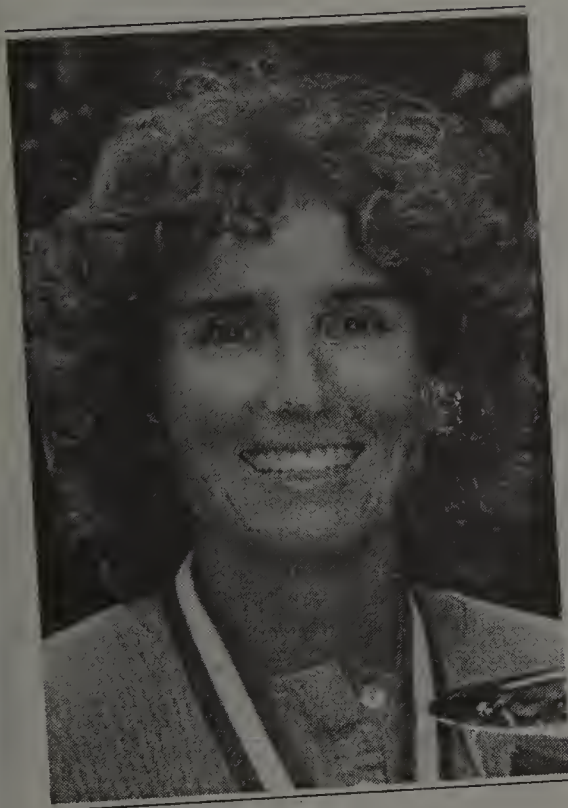
Jim and Sue Corenman
(Former racers currently in the home-stretch of a circumnavigation)

Since your query caught us in the Canaries getting *Heart of Gold* ready to cross 'The Pond', here's what we would like in our Christmas stocking:

How about a Halfway Barge anchored in mid-Atlantic, with a West Marine store (we'll need someplace to pick up the December *Latitude*), a branch of Pineapple Sails (just in case), an Internet Cafe, and of course unlimited hot showers, loads of ice, cold beer, margaritas and a *Chez Pannise* for the cook's night out! If Santa can't arrange this, how about pizza delivery every other night during our crossing?



SAILORS' LETTERS TO SANTA



Stephanie Wondolleck

(Winner 1998 Adams Cup)

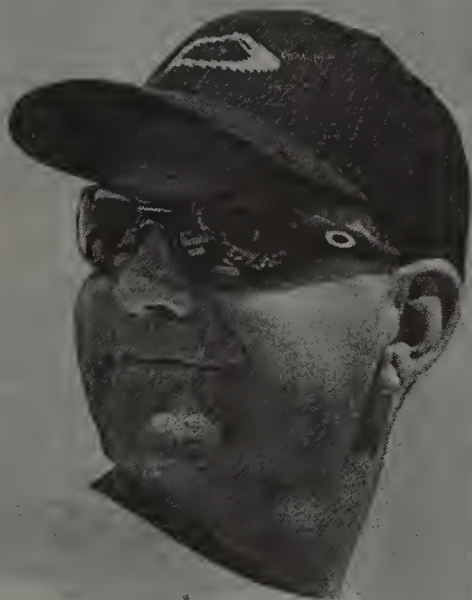
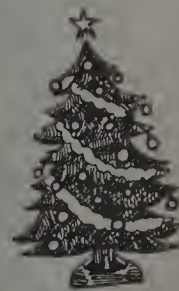
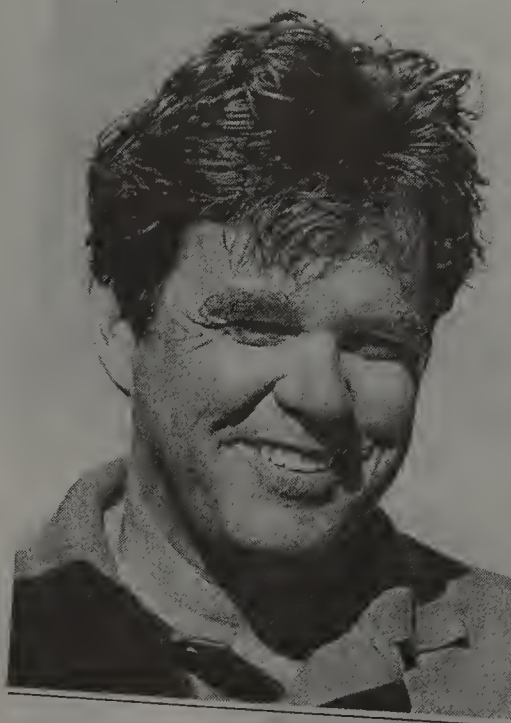
It would be a little hard to fit in a stocking, but how about a fleet of 11 equal boats here on the Bay, available for events where people from all over could just fly in and race. This would be similar to the fleet of Catalina 37s in Long Beach that they use for Congressional Cup and other races. There's a similar organization in New York that uses J/24s, and another in Florida that runs a fleet of Sonars. Each fleet has a person who maintains the boats. Of course, you have to pay for the use of the boats. But the beauty is that all a visiting sailor has to do is step on and go. All the boats are identical.

It would be great if some new (or existing) organization could do that here on the Bay. It would be a great way to attract prestigious people from all over to come sail here — women, men and juniors.

Jim Antrim
(Sailor/designer)

I want one of those magic tape rewinders, the kind that Bill Clinton is begging Santa Claus for. They allow you to relive one moment in time — sort of a second chance machine. I'd do that trip from the Farallones over again, the one back in April of 1995. To be able to go over to Corinthian YC and see Aotea hanging on Peter's mooring would be Joy to my World.

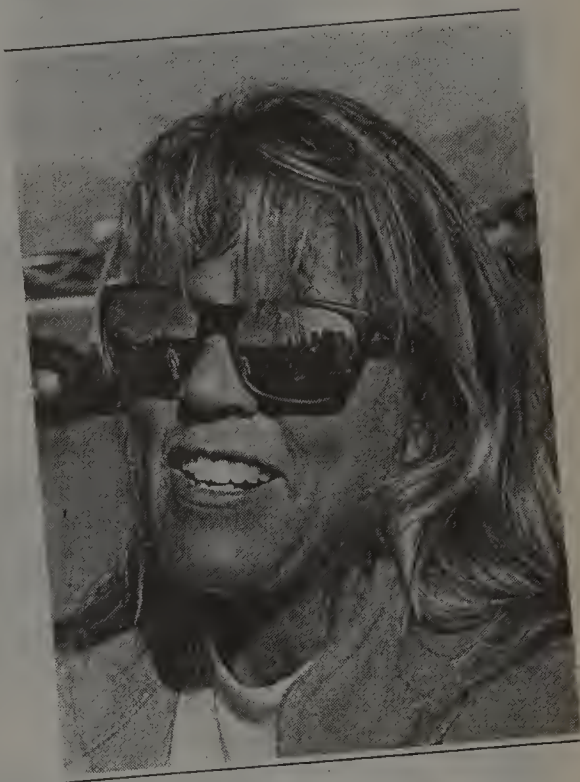
(Editor's Note: Aotea, a 40-ft record-breaking trimaran designed by Antrim, capsized in that race. Antrim and owner Peter Hogg were taken off safely. Hogg tried for months to relocate the boat, but never could. About a year later, the boat washed up on a South Pacific island.)



John Kostecki

Olympic medalist, AmericaOne tactician

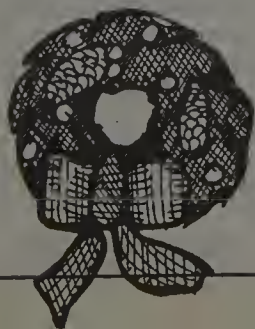
1. A fast IACC Yacht for Auckland 2000.
2. Heidi Klum (Ed note: see the Pro-Am Regatta article elsewhere in this issue — or the cover of last year's *Sports Illustrated* swimsuit issue — to understand this reference.)



Dawn Riley

(America's Cup veteran, two-time Whitbread veteran, head of America True)

All I want is a second new America's Cup boat so that next year we can bring the Cup back for everyone.



DECK THE HULLS

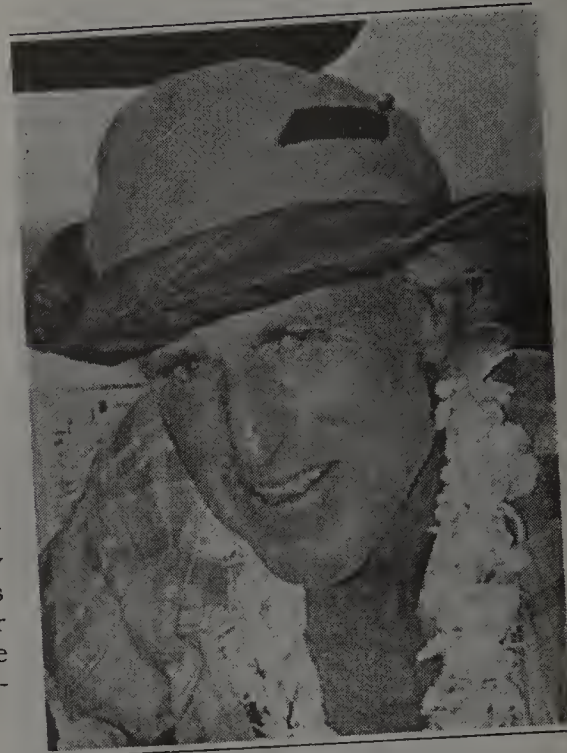


Peter Hogg
(offshore multihull sailor)

I'd like for Shama to win the lottery and give me a stipend for life that exceeds my needs. I'd also like for my Gatsby 60 project (a classic looking motoryacht built to modern standards) to get off the ground.

Commodore Tompkins
(Professional sailor)

I want to be able to go away for 60 days and be completely independent. The real linchpin in that process is how much water I can carry. So I want a new watermaker, the Spectra one that puts out 9 gallons an hour at only 1 amp per gallon. That's a whole lot better than the next best thing. Watermakers have improved about 300%.



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Our Christmas Catalogue

So here we go again, trying to capture the market with our Christmas Catalogue offering. Our marketing consultant says we should keep on trying; one of these years we're bound to hit on a big seller. "After all," she said, "who ever thought the Beanie Babies would be such a big hit?" So we'll keep on trying.

This year we have a few things we think you'll like. Some people have said that our past offerings were interesting but not all that practical, and maybe that's why they weren't big sellers.

Navy or white Premium Wool Hats – Now we at Stone Boat Yard have been around long enough to remember when this baseball style was first invented. We've put the logo on the front, just over the bill because we still agree with the inventor: the bill keeps the sun off your face and you don't have to squint to keep your eyes on the ball or the trim of the sail or whatever. (\$15 ea.)

Historic Stone Boat Yard Coffee

Mugs – We're reasonably sure Lester Stone drank his coffee from something that looked like this. Of course, he may have added whisky or rum on a cold day, but that's up to you. (\$7.50 ea.)

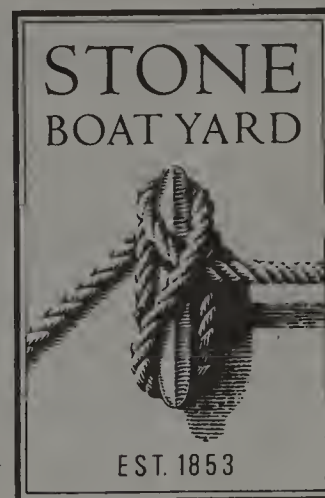
Wine Glass Holders – This new item made of plastic (just part of our continuing effort to drag Stone Boat Yard into the 20th century before it's over). This is the last thing you tuck into your pocket when you're on your way out of the door to another stand-up party over the holidays. It clips onto your plate and gives you a place to hang your wine glass, thus solving the dilemma of how to eat *and* drink while standing. It's also been known to work well as a conversation opener. (\$2.50 ea.)

Polo Shirts (not pictured). Cream-colored with collar and Stone Boat Yard logo on the front. Very nice looking for all casual occasions. (\$20 ea.)

The Tote Bag. It can be used to carry any number of things. We like to pack it with some fine cheese and wine and a loaf of sourdough, and

head off to the boat for a sail on the Bay. (\$12 ea.)

All items are for sale separately, or you can purchase all of them for \$57 plus tax at Stone Boat Yard. You can call in your order, but we'll probably ask you to drop by our Catalogue Department to pick it up. If you don't want it, that's OK too. The point is that the holiday spirit is upon us and we want to wish you a happy one!



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IRIDIUM PRO-AM REGATTA AT THE BITTER END

Sitting in the cramped basement that passes for our office, watching it rain outside, we keep having the same daydream. We're sailing with Paul Cayard and John Kostecki, arguably the two best sailors on the planet, and we're in a match race starting sequence against our arch-rival Russell Coutts. . . We dial up at the first meeting, each boat luffing head to wind. Backing the jib and breaking off to starboard, we begin the dance — circling each other in a clockwise fashion away from the starting line.

"Time?" asks helmsman Cayard, icy calm.

"Two minutes, thirty," we reply from our post as mainsheet grinder.

"Let him lead us back," suggests Kostecki, who is trimming the main and calling tactics. "I still want the right."

"Roger that," responds Cayard, never taking his eyes off Coutts' boat, which has been almost close enough to touch since we engaged at the four minute signal. "Time?"

"One, thirty," we respond.

"I think we're late, Paul," says JK, who requests that we start reading the time continuously from now until the start.

Both boats head abruptly head back on starboard for the line, Coutts leading, Cayard pushing. Coutts, to leeward, luffs us up one more time.

"He's shifting right," warns John. We don't have a clue what he's talking about, but at least Cayard seems to understand.

"Twenty, nineteen, eighteen. . .," we drone on.

The horn goes off, and Coutts has a slight advantage at the start — but we're controlling the favored right side of the course. "Let's roll — it's dying, and we know the current's worse on this side," says John. "The future is all right."

Cayard puts the helm over, and our crew shifts sides. We pull the cabin-top traveller to weather until Kostecki is satisfied with its position, and then resume hiking. Sure enough, we find better pressure on the right, and cross ahead of Coutts several minutes later. We lead around the windward mark, and extend from there. . .

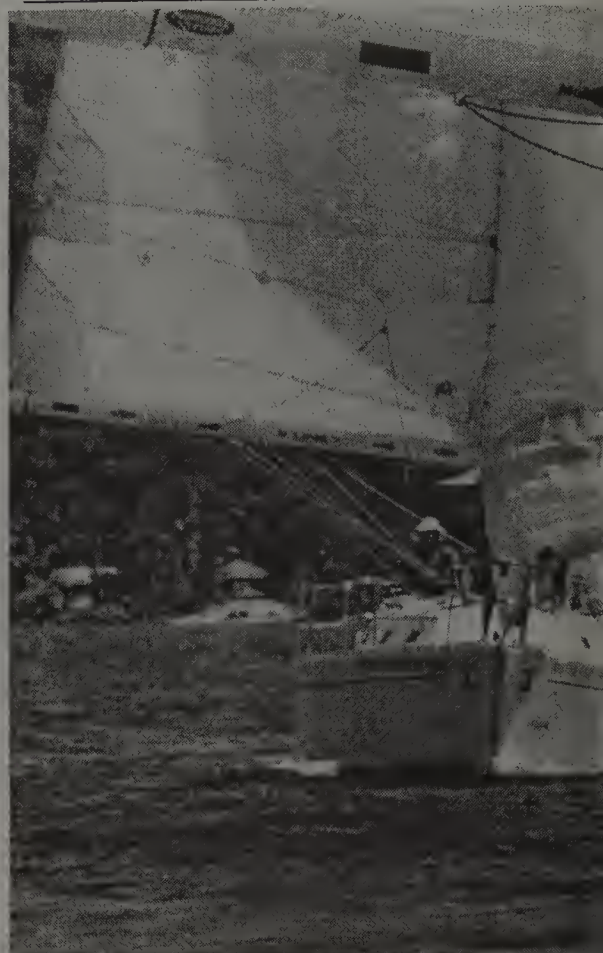
The only thing missing from this perfect picture is a gorgeous supermodel lounging on the foredeck. That happens, believe it or not, the next day.

Two weeks later, as we write this, our sunburn has faded but we still can't wipe the smile off our face. Our 'daydream' actually happened, part of a fabulous week we spent at the posh Bitter End YC on Virgin Gorda, in the British Virgin Is-

lands. The occasion was the Iridium Pro-Am Regatta, a grade two match race series that pitted eight international rock-stars against each other in the resort's Freedom 30s. Each of these luminaries was allowed to bring one professional crew, whose role was to oversee sail trim and help call the shots. The other crew spots, three to five per boat depending on the day, were filled in by the Bitter End YC's paying guests.

"It's a fantasy camp for amateur sailors," explained regatta chairman and longtime Bitter End spokesman John Glynn. "They get to sail with the pros during the day, and then hang out, drink beer and even eat meals with them at night. Everyone gets to know each other pretty well by the end of the week. There's really nothing else like it in the sailing world or, for that matter, in the entire sporting world."

With title sponsorship from Iridium Worldwide Communications, which launched its new anywhere-on-earth wireless telephone service on November 1, this year's Pro-Am Regatta was appar-



Icki and Paul Cayard (left), John Kostecki and girlfriend Anne-Marie de Ridder of Holland.

ently the best one yet. The weather was perfect — it was hard to imagine that Hurricane Georges ripped through at 100 mph just a month before — and the lineup of skippers, all returning veterans, was top-notch. Though two previous winners declined invitations — Ed Baird and hometown hero Peter Holmberg were both off at the concurrent World Match Racing Championship in Japan — there was nothing shabby about this year's field.

Past Pro-Am winners Cayard and Coutts, better known as the two skippers in the '95 America's Cup finals, were both there, as was two-time winner and former

two-time Rolex Yachtsman of the Year Ken Read of Newport, RI. Current Rolex champ Chris Larson and reigning J/24 world champion Terry Hutchinson both came down from Annapolis; Irish match racer Harold Cudmore made the trek over from England; and number two-ranked woman match racer Paula Lewin flew in from Bermuda. Rounding out the field were the popular 'first couple of sailing', JJ and Peter Isler of San Diego, returning for something like the ninth time.

The Bitter End is practically Peter's second home — he grew up in Connecticut sailing with the resort's owners on their series of racing boats called *Love Machine*, and has been coming here for over 20 years. "I've watched the Bitter End

— HEAVEN CAN WAIT



Illustrated, which plans to run a three-page story on this event in their annual February swimsuit issue. Ah, the company we keep.

Getting to the Bitter End YC from California is a bit of a chore, though certainly worth the effort. American Airlines is the best and most logical carrier to the Caribbean, and the only one with continuous service to our final destination of Beef Island, Tortola. We flew the red-eye from SFO to Chicago, connecting on to San Juan, and then hopped on a puddle-jumper for the last 100 miles to Tortola. Arriving in the late afternoon, we took the inter-island ferry ten miles over to Virgin Gorda — four time zones and 16 hours later, we were at the Bitter End YC.

Even in the dark, our first impression of the place was one of understated elegance. Manicured paths lined with swaying palm trees lead off into the hills to seemingly endless clusters of cottages, while the dining rooms, bars and other facilities are centrally located along the beach. The only way in and out of this resort is by water, so the docks are perpetually busy. But the place is so big and so well laid out (it's actually two resorts, as several years ago the owners bought the faltering adjacent complex and combined the two) that even when it is run-

'Cosmic' experience — Larry trims the kite, Terry drives and Simon, the 'Sports Illustrated' photographer, does his thing.

A pair of Freedom 30s lumber downwind, with Harold Cudmore in the lead. Some of the Bitter End cottages are visible in the background.

evolve into a world class resort. I love this place — JJ and I come here every chance we get," said Isler, who brought his two young daughters and his in-laws, Tom and Jane Fetter, along this time. "This regatta is the highlight of the year at the Bitter End, at least in my opinion. It's also the ultimate busman's holiday for the skippers, an opportunity to do some low-pressure racing and to just relax together. It's hard to say who's having more fun, the pros or the guests."

Supporting actors for the five-day event included eight brand-name crewmembers (among them Kostecki and Quantum Sails president Larry Leonard, who sailed with Hutchinson), a half dozen umpires led by Tom Farquhar of Marion, Mass., and even a 'talking head'. The latter role went to



Tufts University sailing coach Kenny Legler, who announced the play-by-play action from the spectator boat. Representatives from two magazines also made this year's dance card, ourselves and *Sports*

ning at full capacity, around 190 guests, the Bitter End is anything but crowded.

In the morning, as we begin exploring, it dawned on us that we've arrived at the closest thing to heaven on earth that we've

IRIDIUM PRO-AM REGATTA AT THE BITTER END

seen yet. There are perhaps a half dozen resorts comparable to the Bitter End in the Virgin Islands, places that offer three gourmet meals a day, snorkeling and diving tours, fishing expeditions, sunset dinner cruises and so on. But none have the arsenal of water toys that this 'yacht club' boasts: Over 100 craft were available at our whim, including J/24s, Rhodes 19s, Vanguard 15s, Lasers, Hobie Waves, windsurfers, kayaks and who knows what else. These aren't beaters either — the entire fleet is well-maintained, and most of the smaller craft are practically brand new. Imagine a five-year-old locked inside a Toys R' Us for a week — we were starting to get that same feeling.

Since the theme of the week was match racing, we attended a morning seminar on that subject led by Peter Isler and one of the umpires, Brad Dellenbaugh. The latter coaches the Naval Academy's off-shore sailing team in 'real life', and is an old friend and college classmate. Afterwards, Brad decided to see if anything from the hour-long chalk talk rubbed off on us, so we grabbed a pair of Lasers and headed out into the North Sound. Using mooring buoys that were square to the wind, he put us through ten starting sequences — thrashing us soundly in each one, all the while patiently explaining what we were doing wrong. "There's a lot more to this game than meets the eye," he explained. "It's a combination of reacting instinctively, and planning a few moves ahead. If you have to stop to think about it, you're dead."

The next day was devoted to fleet racing, specifically the 18-mile Nantucket Nectar Defiance Day Regatta down to an inflatable mark off The Baths (or 'Disneyland', as the employees call it) and back. Thirteen boats entered, including all five of the resort's available Freedom 30s. We signed on with Terry Hutchinson and Larry Leonard aboard *Cosmic Warrior*, the resort's Express 37. Though initially bummed about not spending the day rediscovering the nuances of the zaftig Freedom 30s, the two cheery Annapolitans quickly got over it. "We're just here to have a good time," claimed Larry. "Winning the Pro-Am isn't our highest priority — but we don't want to embarrass ourselves, either!"

We enjoyed the quick race, getting the spinnaker and #1 up and down without killing any of the guests aboard. Terry was excitable and full of nervous energy; Larry was totally loose, cracking jokes while trimming sails — both were terrific fun to sail with. We corrected out second in

the four-boat spinnaker division behind *Airgasm*, a well-sailed local Melges 24, and ahead of a J/120 charterboat with the odd name of *Loose Fish*.

The so-called 'Boat Babes', four buffed young women who work on the BEYC waterfront, won the non-spinnaker class in a J/24, beating their male counterparts on a sistership. "We kicked the Boat Dudes' heinies!" they claimed exuberantly as they accepted their award. Like a lot of folks that night, they were fueled by copious amounts of Mt. Gay Rum mixed with different combinations of Nantucket Nectar.

Taking third in the non-spinnaker fleet, and first among the Freedom 30s was Ken Read, followed by the Islers. As opposed to years past, when the Defiance Day Regatta somehow counted in the Pro-Am results, the race didn't matter in the overall scheme of the week. Coutts, for instance, elected not to sail at all, spending the day snorkeling and teaching his girlfriend and 10-year-old son Grayson, from Auckland, how to windsurf.

The actual Pro-Am Regatta began at 9 a.m. on Wednesday, November 4. Four skippers sailed at a time, while four others stayed on the beach or came out on the spectator boat — an aluminum



Sadly, the only thing that Heidi Klum flashed us during the regatta was a peace sign.

pontoon barge covered with a blue awning — to scout out the opposition. We sailed first, drafted to crew for Paul and John along with four other people. Included in our merry group was an enthusiastic older couple from St. Louis, Mark and Linda, back for their fifth Pro-Am. Linda, our jib trimmer, unabashedly collected autographs and took pictures the whole time, and from all appearances had the time of her life.

Over the first two days, the round robin

Paula Lewin trails Ken Read into the leeward mark. With 20-25 minute courses and heavy boats, the racing was almost always this close.





Party animals Tucker Thompson (left) and Carter Perrin (Larson's crew) and their Mt. Gay machine.

format saw every skipper race against each other once — a total of 28 mostly light air matches. The courses were double windward/leewards, designed to last about 25 minutes each. The Freedom 30s weren't exactly "nimble little minxes," as Hutchinson jokingly labeled them, but they were perfect for the task — simple to sail with an unstayed rig and a club-footed jib. With the exception of boat #1, the fleet was fairly evenly matched. Cayard went 2-1 that morning, beating Isler and Larson, but then losing to Read by half a boatlength. We watched the next flight from the umpires' boat,



With moves like this, Russell Coutts didn't win the limbo contest either.

taking pictures and listening to their non-stop dialog (they 'sail' against each other out loud, e.g., "I'm on starboard, I've just put my bow down and am aiming at you, but you still have room to keep clear, etc.")

Wednesday afternoon was a 'layday', with everyone scattering for the activity of their choice. We took a brand new sit-on-top kayak out for a spin, but as the wind came up, traded it in for a Laser. We jumped into an impromptu skirmish against the likes of Read and Larson, and, not surprisingly, got pummeled — but what fun! Reading a book in a hammock as the sun went down rounded out the perfect day — no phones, no TV, no computers, just lots and lots of sailing. We could get used to this, we decided.

Thursday was a longer day, with both morning and afternoon flights in order to finish the round-robin series. Cayard and Kostecky began firing on all cylinders, and easily dispatched Cudmore and 27-year-old Paula Lewin, whose crew included a pair of tough octogenarians, 84-year-old Des and 80-year-old Marge. We drew the dreaded #1 boat for our match with Lewin, and felt lucky to be the first group to win a race with that slow steed (it was put out to pasture for the finals). In the afternoon, we beat two particularly worthy rivals, Hutchinson and Coutts, to qualify as one of four boats advancing to the semifinals.

After each heat, Paul and John would huddle in the cockpit, recapping the race and discussing what they'd done right and where they could improve. After getting excused early in the recent Bermuda Cup — a reality check, we suspect — they were

quite serious about working on their communication skills and getting Cayard's match racing skills back up to his normal par. But there was also plenty of time to tell Whitbread stories and joke around. It was the most relaxed we've ever seen Paul, who seemed to genuinely enjoy the break from his *AmericaOne* campaign. "I used to have dreams about the Whitbread Race," he confessed. "These days, I wake up in the middle of the night worrying about fund-raising."

Speaking of the America's Cup, that was the subject of an evening seminar given by moderator Isler and speakers Coutts and Cayard. It was a rare opportunity to hear the latest Cup news straight from the top, and the discussion ranged far and wide. About the only things the two skippers agreed upon was that the Kiwis will be tough to beat, and that it will be impossible to design a boat that excels in all the conditions liable to be

'98 Pro-Am Regatta

ROUND ROBIN

1) Paul Cayard	San Francisco	6-1
2) JJ & Peter Isler	San Diego	6-1
3) Ken Read	Newport	4-3
4) Terry Hutchinson	Annapolis	3-4
5) Russell Coutts	New Zealand	3-4
6) Harold Cudmore	England	3-4
7) Chris Larson	Annapolis	2-5
8) Paula Lewin	Bermuda	1-6

SEMI-FINAL

Cayard d. Read, 2-1
Hutchinson d. Isler, 2-0

PETITE-FINAL

Isler d. Read, 2-0

FINAL

Cayard d. Hutchinson, 3-0

Past Pro-Am Winners

'87 Scott MacLeod	'93 Peter Holmberg
'88 Ken Read	'94 Ed Baird
'89 Ken Read	'95 Russell Coutts
'90 Jim Brady	'96 Russell Coutts
'91 Ed Baird	'97 Peter Holmberg
'92 Paul Cayard	'98 Paul Cayard

encountered in Auckland in February, 2000. Their picks for the top challengers weren't too different, however: Cayard claimed the top four will include his effort, Ed Baird's, the Italians and the Japanese. Coutts agreed with the first three, but put the Spanish effort over the Japanese.



Above — Sweethearts of the regatta, fraternal twins Paula (left) and Peta Lewin.
Below — Russell Coutts had a fine vacation with his son Grayson.



Above — The Newport gang: Dan and Karen Nerl, Ken and Kathy



Above, Harold Cudmore and crew Tucker Thompson, who just signed up with 'America True'. Below — runner-up Terry Hutchinson, Kathryn and Larry Leonard.



Our 6-1 record in the round-robin matched Peter Isler's, but because we'd beaten him, we were seeded first going into the semifinals. "This is starting to cut into our snorkel time," joked Cayard, feigning envy for the four 'lucky' skippers who had been excused from Friday's racing. "Maybe we should have tried to finish fifth?" Given his choice of opponents, Cayard elected to sail against Read, hoping that recently-hired *AmericaOne* teammate Hutchinson could overcome Isler,

thus setting the stage for an all *AmericaOne* finals.

But winning the round-robin entailed another bonus besides the luxury of picking our next victim — it meant we got to take vivacious 23-year-old German supermodel Heidi Klum with us for the day. Heidi, who graced the cover of last year's *Sports Illustrated* swimsuit issue, was assigned to work the bow, a position which primarily consisted of holding out the jib downwind. She did this job splendidly, waving and posing for the boatful of photographers that followed her every

move that day. Between races, she filled us on life as a cover girl (lots of long hours, lots of time in airplanes), taught us a few choice swear words in German, and basically revealed herself to be a normal fun-loving young woman. (Even finding out that she smokes cigarettes and is married did nothing to dampen our fantasies.)

Despite this beautiful distraction on our bow, not to mention the *SI* feature writer taking notes on the rail, Cayard rose to the occasion and dispatched Read in the first race. We then lost the second race essentially before it began — we were



Below — Jim Linskey, who crewed for the Islers, and his date ("She was cold!"). Jim, the 'Evolution' boat captain, keeps a house in the VIs.



Faces in the crowd — stargazing at the Iridium Pro-Am Regatta. All photos 'latitude'/rob.

flagged for brushing up against Read's boat in a pre-start 'dial-up', and had to do a 270 degree penalty turn immediately after the start. Given the short course, the heavy boat, and the fact that Read is surprisingly good at match racing, it was no wonder that we never recovered. "That was really stupid," muttered Cayard. Kostecki just nodded in agreement.

In the best 2-out-of-3 format, the winner of the next race would advance to the

finals. Under pressure suddenly for the first time, Cayard and Kostecki cut the small talk and concentrated on the task at hand. When the chips are down, these guys turn into pure sailing machines — and twenty minutes later, we were in the finals.

Hutchinson, meanwhile, had done his new boss proud, dispatching Isler 2-0 to advance to the finals against Cayard. It was Cayard's dream match-up — his wished-for all *AmericaOne* finals, complete with the *Sports Illustrated* cameras rolling. "This is perfect!" beamed Cayard, rel-

ishing the media exposure for his Cup effort. "It doesn't get any better than this!"

The best 3-out-of-5 finals, however, were a bit anticlimactic. Cayard, the old master returning to form, schooled the 30-year-old Hutchinson in three straight matches. Terry got some nice starts, but Cayard's boatspeed and tactics won the day. The match-up was ironic not only because Terry and Paul are teammates and friends, but also because they're the two leading contenders for the '98 Rolex award. Not to detract from Hutchinson's phenomenal year, but we suspect the



Above — Umpire Brad Dellenbaugh of Alexandria, VA, with wife Lissy. Below — the expanding Isler clan, from left: Megan, JJ, a camera-shy Marley, and Peter.



Below — Victoria and Chris Larson took a Vanguard 15 out to watch the finals. "It was the first time we've been pleasure sailing together in years!" they said.

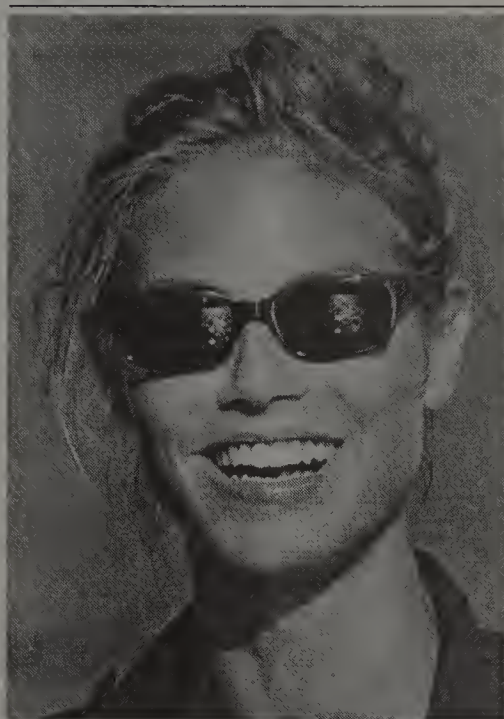


IRIDIUM PRO-AM REGATTA

outcome of the Pro-Am and the Rolex voting will be similar, if you get our drift.

While Cayard finished off Hutchinson, Isler — with an assist from a dubious call by the umpires (there are no appeals in match racing) — took two straight off Read in the consolation round to claim the bronze.

"I appreciate Terry's compliance now that he works for me," joked Cayard as he accepted the top trophy at that night's award ceremony. Though Cayard, who won the event in '92 in his only other appearance, was definitely the man of the hour, two other skippers were called forward to accept subjective trophies. Paula and Peta Lewin, the delightful Bermuda twins, were jointly awarded the Sportsmanship Trophy, which brings with it an automatic invitation to next year's regatta. Ken Read, who possesses a keen sense of humor, was singled out for the Spirit Award. That honor goes to the skipper who threw himself into the event with the most gusto, going the extra distance to involve the guests and make the regatta fun for everyone.



As good as it gets — Heidi Klum, Paul Cayard, John Kostecki, the Bitter End YC. . .

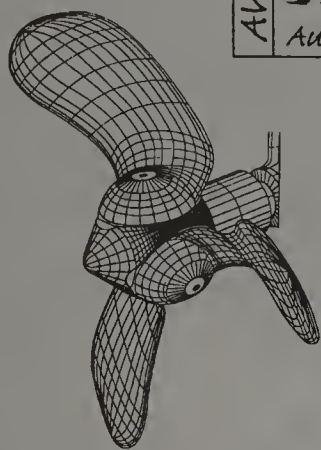
As overall winner, Cayard, too, received an automatic invitation to next year's festivities. But he, like most of the world's top match racing rockstars, will be otherwise engaged in Auckland next Novem-

ber — which had many people pondering the immediate future of this event. John Glynn had already considered this, and announced that next year the Bitter End will bring in a pair of W-Class Racing Yachts (new 77-foot sloops which resemble mini J-Class boats) and a field of older America's Cup dignitaries from the '60s, '70s and '80s. "It will be a Masters format, different from the last few years, but every bit as exciting," promised Glynn.

Our advice? Start stockpiling those frequent flier miles and building up the vacation fund — next year's Pro-Am Regatta is the perfect excuse for a week at the Bitter End YC. Of course, any excuse would do — this is one place every sailor needs to experience at least once in a lifetime.

Meanwhile, it's still raining outside. Our thoughts drift back to earlier in the month, and in our mind we're back on the boat with Cayard, Kostecki, and Klum. Memories of that remarkable experience will sustain us through the winter, if not our entire lifetime.

— latitude/rkm



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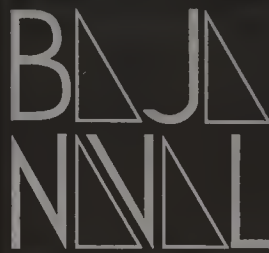
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WATERMAKERS — A LITTLE KNOWLEDGE

For several years, there's been an unending stream of controversy — both vocal and in print — about the reliability of reverse osmosis watermakers. In particular, PUR watermakers, manufactured by Recovery Engineering, Inc. (REI), have received an inordinate amount of criticism. In this article, I'll introduce some facts that, I hope, will clear up much of the confusion.

I will address two specific topics: (1) the reliability of PUR watermakers and (2) tips on their installation, use and maintenance. In an attempt to differentiate my comments from the profusion of uninformed conjecture and anecdotal experiences I've heard and read, I will begin by briefly stating my own experience with watermakers on small boats.

While living aboard and sailing for over 20 years, I've worked as an FCC-licensed marine electronics technician, submersible pilot, and college instructor. I've also consulted as a robotic systems designer, responsible for both electronic and hydraulic devices. Since 1995, my lady companion and I have been cruising the West Coast of the United States and Mexico, with over 14,000 miles under our keel. During our travels, we've never had — or wanted — to take on so much as a drop of dockside water. All of our needs have been met by our PUR PowerSurvivor 35 watermaker. We're currently preparing for our fourth trip to the land of red sunsets and gold tequila.

Three years ago, before our second season in Mexico, I arranged with REI to be an "evangelist" for PUR watermakers. In an effort to address a barrage of negative publicity they had received, REI offered to subsidize me to give informational seminars, repair watermakers, and investigate any complaints from the cruising community. In performing this task, I've given many seminars in California and Mexico, and talked to literally hundreds of cruisers about their watermakers and any problems they've experienced. REI has twice flown me to their factory in Minneapolis, where I talked with management, design engineers, customer support staff,

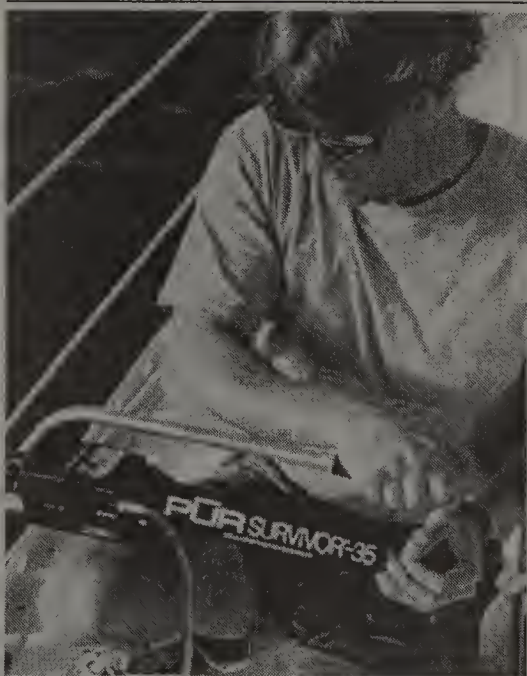
and assembly and repair technicians.

I hasten to add that I am under absolutely no obligation to REI to "preach the company line." In fact, I differ with the company's official position on several important issues, and make no bones about it. I see my role as that of a cruiser helping other cruisers — investigating problems, disseminating information, and providing feedback (including criticism) to the factory. With that said, let's look at some facts.

The Rumors

I'll be the first to admit that the great majority of complaints I've heard involve PUR watermakers. There's a perfectly good reason for this, and it has nothing to do with the quality or reliability of REI's products. The simple fact is, of all the watermakers installed on small boats worldwide, approximately 75-80% of them are PUR watermakers! Assuming all other things are equal, simple statistics dictate that at least three out of four complaints will be about a PUR watermaker.

The fact is, however, that REI's factory return rate for their watermakers is a respectable 2%, right in line with most other quality high-tech products. There's no indication, at least by this measurement, that they produce an inferior product.



This unit, PUR's first, is hand operated and was designed for emergency situations. It can produce more than a gallon an hour without electricity.

and assembly and repair technicians.

ued Model 35) remains, like its predecessor, the least expensive watermaker on the market.

The cruisers I've talked to have given

me no reason to condemn any of the major brands on the market, PUR included. I believe all the vendors strive hard to manufacture a reliable product. On the other hand, until another vendor offers a quality low-capacity, low-power, less expensive watermaker to the cruising world, REI is likely to continue with its lion's share of the small-boat market, along with its proportionate share of customer complaints.

There are several important things to consider when installing and using a watermaker. Although I have discussed other brands with their vendors, I do not claim any special expertise beyond watermakers manufactured by REI. The following comments are a result of my experiences with PUR PowerSurvivor watermakers and apply specifically to them. Nevertheless, most of the information is general in nature and should be useful to owners of any reverse osmosis watermaker.

Installation

Intake Location — The major concern here is to make sure the intake thruhull will be underwater at all times when the watermaker is running. This is especially important with heeling sailboats. A common complaint is: "Our watermaker works fine when we're anchored, but sometimes quits working when we're underway." Further inquiries usually reveal that failures occur only on one tack, and most often in a rough seaway. Usually, the owner has plumbed the watermaker inlet into an existing thruhull — for example, via a T-fitting off the intake for a head. Well, head thruhulls are often located relatively far up on the side of the hull. If you've discovered that you must tack your vessel in order to flush the head, the head intake is a poor choice for a watermaker intake source.

The seawater intake for the main engine is often a good choice for a watermaker intake. These thruhulls are typically located far down on the hull next to the keel, and shouldn't be out of the water at any time. If your watermaker output capacity is less than five gallons per hour, don't worry about the watermaker

"Water, water everywhere, but not a drop to drink." Having a reliable on-board watermaker increases cruisers' independence exponentially.



LATITUDE ARCHIVES

'robbing' the engine of needed cooling water. The intake requirements for a PUR PowerSurvivor 35 or 40E is only about 15-20 gallons per hour. This is no more than a trickle compared to the flow going to the engine.

Another source of problems when 'T'-ing into an existing intake is air entering from another device inside the vessel. A typical example is a manual galley seawater pump plumbed into the same intake line. If the one-way valve in the hand pump does not seal perfectly, air can be drawn from the faucet back down into the watermaker intake line. Vented anti-siphon loops anywhere in the intake plumbing can also be a source of air entry. In

such cases, installing a dedicated thruhull for the watermaker may be the best option, if you don't have reservations about punching another hole in your hull. In any case, make sure the intake is located low enough to be underwater at all times and that air can not enter the lines from another location.

Pre-filter and Watermaker Location — The single most important decision to be made during installation is the location of the prefilter housing. It should be mounted where it is easily accessible. If it isn't, it's almost guaranteed to not receive the frequent maintenance it requires (described below). Locations of the watermaker pump and membrane are not as

critical, since they need much less frequent access. Choose a location for the pump that allows easy removal once or twice a year for servicing.

By now, the alert reader will have noticed the absence of any comment about mounting a PUR watermaker or prefilter below the waterline. Owner's manuals for the new PUR 40E, 80E, and 160E, state explicitly that the pump is "gravity-fed" and must be mounted below the waterline. *This is completely false.* All PUR watermaker pumps are positive-displacement pumps and — assuming no air leaks or serious flow restrictions in the intake plumbing — may be mounted as much as 10 feet above the waterline.

This error in REI's documentation is a result, I suspect, of a problem common to many large equipment manufacturers. Documentation is an afterthought and a hassle. It is often created by marketing personnel who typically have little or no technical background or understanding of the product they're trying to sell.

I've discussed the waterline issue with the head design engineer at REI and was assured that their watermakers *can* be mounted above the waterline. Our PowerSurvivor 35, which we've been using successfully for years, is mounted about four feet above the waterline. I've also run a new PowerSurvivor 40E for over a thousand hours, also mounted well above the waterline. Finally, I know many other PowerSurvivor owners who have above-the-waterline installations and have experienced no related problems.

In fact, I recommend against mounting a watermaker or prefilter below the waterline. Space is usually very limited, access is difficult, and the chances of exposure of the equipment to bilge water is much greater. The only advantage to such a location is a small reduction in the load placed on the watermaker's motor. Compared to the power needed to force water through the membrane at 800 psi, this slight reduction in motor load is insignificant.

In my experience, the most difficult challenge facing an installer is achieving connections in the intake plumbing. The entry of air is the most common cause of watermaker failure. Even a small amount of air is enough to cause the watermaker to quit producing fresh water. The most critical connections seem to be those at three-way valves and the prefilter housing, which are usually plastic fittings and threads. It is very easy to either undertighten or overtighten these connections. Coating male threads with Permatex non-hardening gasket sealant will make the job much easier.

WATERMAKERS — A LITTLE KNOWLEDGE

Optimum Use Patterns

The Intake Source — In developing a viable use pattern for a watermaker, the main consideration is contamination of the membrane, which is the critical heart of the system. Reverse-osmosis watermakers (often called 'desalinators') are intended to produce safe, potable drinking water from "clean, open-ocean seawater." If it's fed nothing but clean seawater, a typical membrane may be expected to provide at least five years of reliable service.

Unfortunately, membranes are highly vulnerable to a number of destructive chemicals. Among the most damaging are chlorine and petroleum products. Chlorinated dockside or municipal water can attack and rapidly destroy a membrane, causing it to lose its ability to reject salt and other contaminants. Never flush a watermaker with chlorinated water. Petroleum products such as grease, fuels, thinners, etc., can plug the fine membrane pores, resulting in reduced product output and increased load on the pump and motor. A watermaker should not be run inside harbors, marinas, or any enclosed body of water where the risk of exposure to such contaminants is high.

Problems can occasionally occur far offshore. For example, tar and petroleum oils have been seeping from Coal Oil Point near Santa Barbara, California, for centuries. Vast slicks of the gooey stuff drift many miles offshore. As another example, I recently talked to a cruiser who was trying to clean his prefilter and system after running through a concentration of whale excrement. Large commercial ships can foul otherwise clean water when pumping bilges or holding tanks. The best a watermaker user can do is pay attention to their surroundings and play the odds.

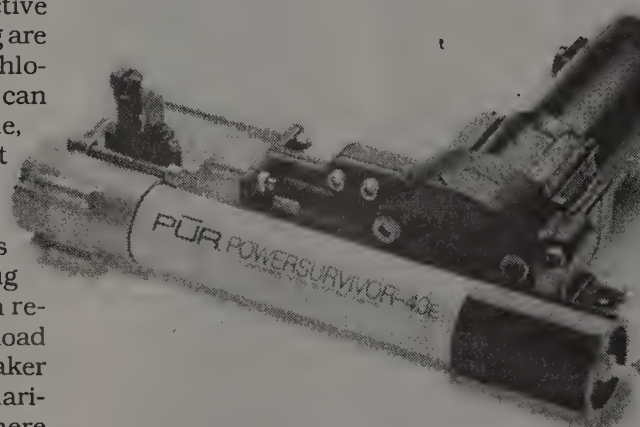
A second — and unavoidable — source of contamination is bacteria. After processing seawater, small amounts of bacteria remain inside the membrane. During periods of non-use, the bacteria multiply and adhere to the membrane surfaces. Eventually, they can plug the membrane pores and seriously reduce output.

The best way to minimize the problem of bacterial growth is to use the watermaker frequently. Running it daily, or at least every other day, tends to keep bacteria flushed out and reduces the time they have to multiply and adhere to the membrane. If a watermaker will not be run for several days, it should be treated with biocide, which kills bacteria and prevents their further growth.

This is especially important in tropical environments. When cruising in Mexi-

co or other warm climates, I recommend biociding the watermaker if it will not be used within the next two days. Some owners flush their watermakers with product water after each use. Although better than no treatment at all, it's important to realize that this procedure only slows the bacterial growth process; it doesn't stop it. If the watermaker will not be used for more than a few days, it still should be biocided.

I've heard it said that PUR watermak-



The PowerSurvivor 40E is the new kid on the block, having replaced the ubiquitous Model 35.

ers were not intended to be run continuously for long periods of time. This is a distortion of the truth. There's nothing inherently wrong with running PUR watermakers continuously. The only drawback is that they will wear out sooner rather than later. Like any other piece of equipment, watermakers have an expected MTBF (Mean Time Between Failures) and a normal life expectancy. If you find that you must continually run your watermaker to meet your needs, you should be considering a larger-capacity unit.

Maintenance Issues

I've discovered that lack of — or inadequate — maintenance of a watermaker is the main cause of unsatisfactory performance. Unfortunately, the owner's manuals I've read fail to emphasize this fact. Although we (and vendors) would like to think that a watermaker is an "install it and forget it," turn-key system, the simple truth is that it's not.

The good news is that the required maintenance is relatively simple to understand and perform:

- **Leaks** — Occasionally examine the watermaker and its plumbing for leaks.

- **Seal Replacement** — The need for periodic seal replacement is emphasized in the manuals for the new PUR 40E, 80E and 160E. Regrettably, the procedure is not listed as a routine maintenance item

in the manuals for the older Model 35 and 80, although it should have been. In any case, all models of PUR watermakers should have the working seals and o-rings replaced after approximately every thousand hours of use. For most cruisers who use their watermaker on a regular basis, this is an annual chore.

- **Prefilter Care** — The prefilter assembly requires frequent attention. I've already noted that the prefilter should be mounted in an easily accessible location. And this is why — if you can get at the filter easily, maintenance is quick and simple.

While first learning how often the pre-filter needs attention, I recommend changing the filter element and cleaning the housing *after every operation*. Did the preceding sentence get your attention? Is the hair on the back of your neck starting to bristle? Before rushing to judgment, allow me to elaborate.

As anyone who has used them knows, watermakers 'make' fresh water by pumping seawater at high pressure through an extremely fine, 30-micron prefilter element. This processing removes solid contaminants that are too large to pass through the membrane. Instead of plugging up the membrane, the debris is stopped at the filter element. The owner's manuals for PUR watermakers state that the filter element should be changed before enough contaminants accumulate to restrict water flow through the filter. What they don't mention is that flow restriction is not likely to be the first problem that occurs.

The contaminants trapped by the prefilter consist of every kind of flotsam imaginable — plankton, seaweed, fish eggs, etc. Long before enough of this material accumulates to restrict flow through the filter element, it will begin decomposing. Among the products of decomposition are hydrogen sulfide and other objectionable gases that pass easily through the filter and on to the membrane. In some cases — notably hydrogen sulfide — the molecules are small enough to pass through the membrane itself and into the product water. Warm water and ambient temperatures in tropical climates greatly accelerate the rate of decomposition.

The symptoms of decomposition in the system are olfactory: the water has an organic or 'rotten egg' smell to it if the watermaker hasn't been used for a few days. The smell remains for a long time. You may have to run the watermaker for an hour or more before the smell becomes

undetectable, and the smell gets worse each time the watermaker is used. The solution is simple — clean the prefilter housing and change the element!

This problem is extremely common, and one of the major reasons that people think their watermaker has quit working properly. Note that cruisers who are used to running their watermakers in colder climates may not experience the problem until they arrive in the tropics.

The rate of accumulation of contaminants in the prefilter varies greatly, depending on the quality of the intake water. During blue water passages, the accumulation is typically slow. When anchored near shore, debris will usually accumulate much more quickly. This is why I recommend frequent cleaning of the prefilter — repetition breeds familiarity.

Also, if you start out cleaning the prefilter more often than necessary, you will quickly become familiar with how long you can go under different operating conditions and you can gradually increase — or possibly decrease — the intervals

between servicings. You'll soon know that you should service the prefilter every day when anchored in the estuary at San Blas, Nayarit, Mexico. You will also know that you can go for weeks between servicings on a passage to Hawaii. Each time you service the prefilter, visually examine and smell the water trapped in the housing. If you don't like what you smell (or see), change the element.

Another advantage to frequent changing of the prefilter element is reuse of the filters. If the element is never allowed to get too dirty, it can be cleaned and reused many times. To clean an element, tie a line through its center and drag it behind the boat for a couple of hours. If anchored, let it dangle underwater overnight. After this 'non-abrasive' cleaning procedure, bake the element in sunlight for a day or two. Do not attempt to scrub it clean with a brush. This will not get it any cleaner and will raise and tear the filter fibers, drastically shortening the useful life of the element. Using this technique, we consume only two or three ele-

ments during an entire cruising season.

In the short space available here, I've discussed those watermaker issues that I've found to be the most misunderstood. My research indicates that the great majority of watermaker problems are a result of either improper installation or maintenance. Watermaker 'failure' is usually due to air leaks in the intake plumbing. Poor quality product water is usually caused by lack of prefilter maintenance. Again, these issues are not vendor specific — they can cause problems with any brand of watermaker. A little information and attention to equipment maintenance will go a long way toward keeping your watermaker working.

For those who'd like more detailed information about PUR watermakers, I have written a book on the subject. *How To Survive With A PowerSurvivor Watermaker*, published by Paradise Cay Publications, should be on bookshelves at your favorite marine supply store by the time this article appears in print. I'd like to thank all the cruisers whose input over the last several years has made my book and this article possible.

—gary e. albers, S/V Ishi

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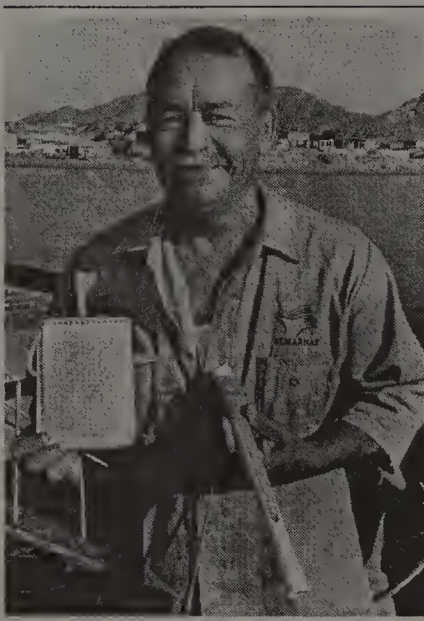
TURTLE BAY —

If there's one stop almost all mariners make along the 760-mile stretch of coastline between San Diego and Cabo San Lucas, it's *Bahia Tortugas*. There are three major attractions to the place we *gringos* know as Turtle Bay: First, at 360 miles southeast of San Diego and 400 miles northwest of Cabo San Lucas, it's pretty much the halfway mark along the Baja coast. Second, Turtle Bay is about the only place along the coast where it's convenient to refuel — when fuel is available. And third, it's the only all-weather anchorage between San Diego and the Cape, offering shelter no matter which way the wind blows.

The entrance to the bay is easy to identify, as it's marked by Mt. Bartolome to the northwest and Turloe Head to the southeast. Entering during the day is no problem, as there is nearly a mile between Punta Sargaso on your port side and Roca Entrada to starboard. Entering at night can

Cheap thrills, Turtle Bay style. Sometimes simple pleasures are the best.

be a little tricky as the navigation light on the southeastern side falsely indicates



Meet Armando, a fine artisan, whose 'day job' is recording climatic data.

a deceptively wide entrance. If your boat is equipped with radar, you shouldn't have a problem, but enter on a NNE course rather than an easterly course to avail yourself of the widest opening. If you don't have radar or are opposed in principle to entering harbors at night, Thurloe Bay, about four miles to the southeast, offers superb protection from the prevailing northwesterly wind

and swell.

Once inside the bay, the maximum depth is 50 feet and the bottom contour gradually shoals up from there. Once around Roca Entrada, you can anchor wherever you find protection from the swell — under most conditions that means just about anywhere. Most folks anchor in about 20 feet of water, and the holding ground is generally good. It's a lively bay, with large flocks of pelicans going after a seemingly endless

supply of fish. Seals and dolphins are frequent visitors, often swimming right next to anchored boats.

Typical of most small settlements in the 'middle of nowhere', most of Turtle Bay's 4,000 residents live in humble homes. In this case they're clustered in a small area near the bay's northeast corner. Eighty percent of the bay is virtually untouched and rarely visited, including Punta Sargaso, which has a lovely view of the Pacific, dramatic Thurloe Head, and the

five-mile beach between a couple of abandoned bungalows and the Head. If you look to the east while anchored in the middle of the bay, you'll see

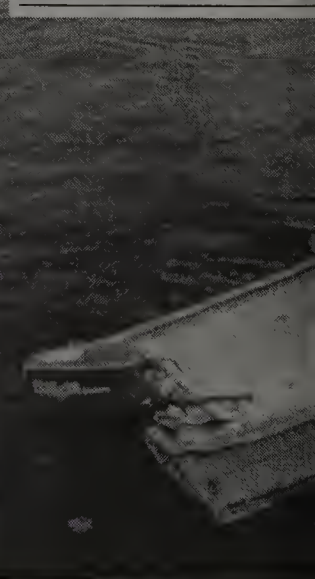
what looks like the Badlands of the southwestern United States. What you don't see is any green; this is a ruggedly beautiful area, but it's all desert.

Like countless coastal villages in Third World countries, fishing is the principal occupation of the men in Turtle Bay. It's the same for the other population centers in the region: Islas Benitos, 50 miles to the northwest; Isla Cedros, 30 miles to the northwest; Isla Natividad, 20 miles to the northwest; and the settlement at Punta Eugenia, 12 miles up the coast. Almost all the men in these places belong to the local fish co-ops and fish. Like their fathers before them, most men fish their entire lives. It's not an easy life, and there isn't much in the way of upward mobility.

Because fishing dominates life in and around Turtle Bay, the town pier is the primary feature of the bay, protruding several hundred feet into the bay from the base of the town. Two years ago, the pier was full of holes and missing planks, making it a real hazard. Since then, most of the gaps have been replaced with good planks, so the biggest hazard that remains is the *guano*, which covers everything. This being Mexico, of course, there is no hand rail along the pier.

While dinghies can easily be landed on the beach, most cruisers choose to tie them up near the end of the pier — where there is no end to the number of youngsters eager to serve as 'guards' for a small fee. The rickety steel ladder used to get between the dinghies and the pier is a hazardous thing, to say the least — it would make any personal injury lawyer salivate. It, too, was supposed to be fixed, but times are tough in

ALL PHOTOS LATITUDE/ANDY & RICHARD



A MID-PENINSULA PIT STOP



Need engine parts? Gualberto, Marisol and Ariadne are eager to help.

Mexico. Besides, Mexicans take an entirely different view of who is responsible

when someone gets injured.

For many years, the end of the pier was ruled by Gordo, who sold diesel from 55 gallon drums to

the boats transiting the coast. A nearly legendary figure, Gordo was considered something of a miracle-worker for often being able to coax 120 gallons of fuel from two 55-gallon drums. Gordo didn't always have fuel, and when he did, it wasn't always the cleanest, but his was the only game along the coast. He passed on about 12 years ago, but he's still missed by some of the old hands.

Guadaloupe,



There may not be asphalt on the streets, but the phone reception is perfect.

Gordo's wife, still oversees the fuel concession, which is

operated by an amiable pair named Julio and Maria. Like Gordo, the fuel drums have also passed on, and fuel is now pumped through a hose and nozzle, which is slung down from the pier to boats below. In the tradition of Cabo's legendary old fuel dock — which has also now been replaced — you set a bow anchor, back down and tie to the pier, then take the hose.

Always eager to see what's going on and to get into the action, a herd of kids spend their spare time line



Spread: Gateway to the outside world, the town pier is the first stop for boaters and the favorite hangout for curious kids. Inset: The Vera Cruz is the town's premier restaurant.

TURTLE BAY —

fishing and swinging out over the water on a tattered rope that's rigged to a rusty old crane. If you're anchored out, either they or one of the panga operators will come out to take your garbage and see if you need fuel, ice, water — or anything else — delivered to your boat. The kids wear shirts and caps with logos of great cruising destinations around the world, gifts from appreciative mariners.

It depends on the season, of course, but Julio and Maria say that if there's two or three foreign boats anchored in the bay, it's a pretty busy day. In the summertime, which is hurricane season, there are often none. By far the most festive days of the year are when the Baja Ha-Ha fleet — usually 75 to 100 boats — pulls in.

Most of the townspeople seem to enjoy the excitement, particularly the kids. "Siempre Hallow-

countries, may initially be shocked when they walk up the pier and toward downtown Turtle Bay.



Julio (left) and Maria (right) will sell you diesel, ice and beer right from the pier.

een, hay muchos barcos aqui" shout Christian and Hector, two of the town's more enthusiastic and gregarious youngsters.

Cruisers who haven't visited rural parts of Mexico, or other Third World

Except for one big house on a point overlooking the water and the Catholic church, the structures are all small and crude. Even the best of them are covered in layers of dust. With no vegetation and endless desert, you simply have to accept the dust. This is truly a desert by the sea, and there isn't a paved road for 125 miles.

But the more time you spend in Turtle Bay, the more you discover that beneath the hardscrabble exterior, there is a community of well-mannered people who make the best of life with limited means. Although shy, they are very friendly if you make the effort. As evidence of their tolerance, a trio of transvestites operates a local beauty salon.

Although you may have to ask around to find things, Turtle Bay actually has most basic supplies. There's a Pemex station that has

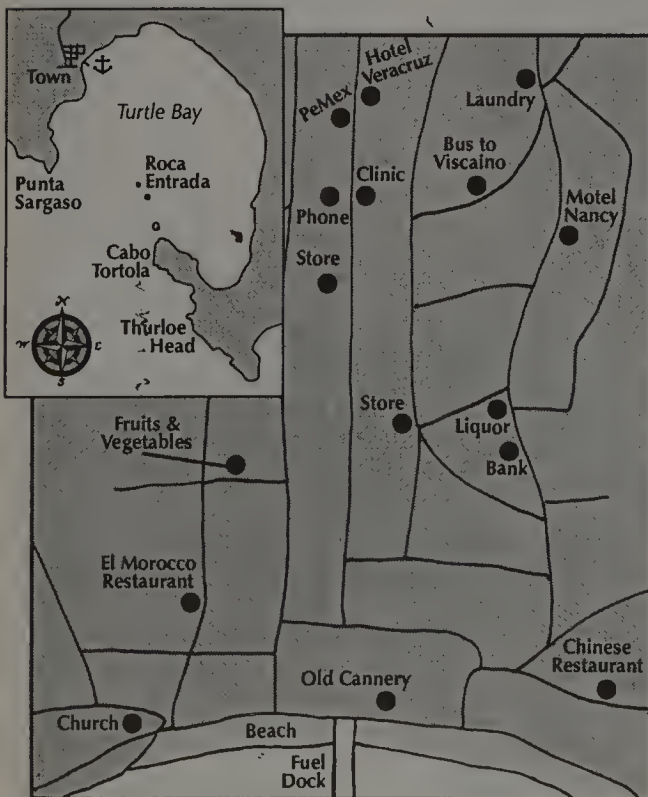
gasoline at least half the time, a police station, a fire department with a crazy old truck, a health clinic, a bank where you can withdraw cash from credit card accounts, a *larga distancia* where you can call the United States for \$1.40 a minute, a couple of schools, and little stores that sell most basic foodstuffs and hardware items. Last year a member of the Ha-Ha fleet was actually able to find a much-needed part for his engine. But forget about finding spare parts for your roller furling system.

The most upscale establishment in town is Javier's Vera Cruz Hotel, Restaurant and Bar, which is located on Avenida Juarez, at the top of the hill across from the Pemex station. With a view of the harbor, the Vera Cruz offers rooms, showers, all manner of beverages, and delicious meals ranging from seafood soups to seafood

Christian and Hector take a 'Nantucket sleigh ride'.

platters. You can also make phone calls or send faxes to the U.S.

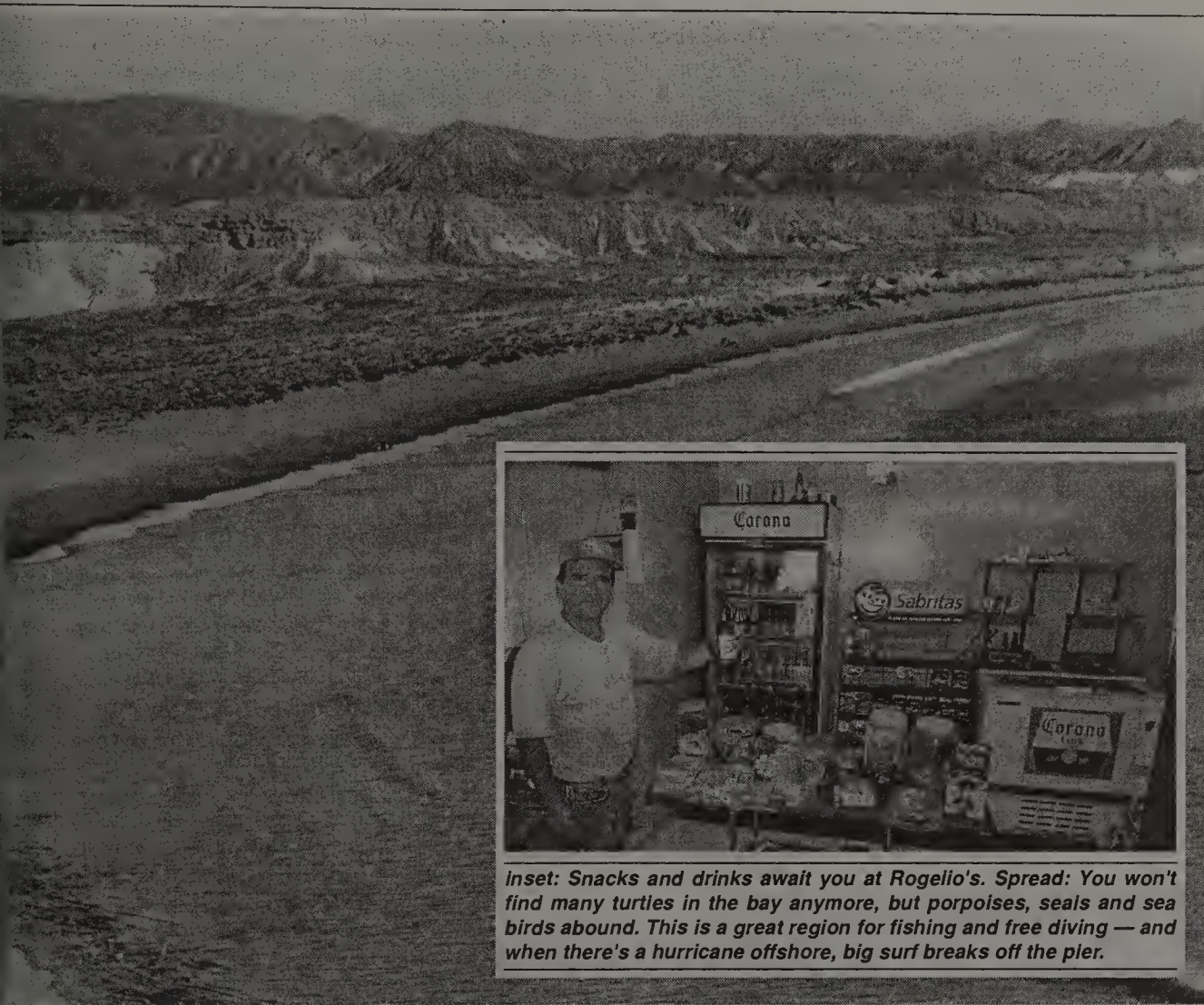
There's another motel in town, another restaurant, and a couple of little stands that sell burritos and other traditional Mexican



LATITUDE GRAPHIC / CHRIS



A MID-PENINSULA PIT STOP



Inset: Snacks and drinks await you at Rogelio's. Spread: You won't find many turtles in the bay anymore, but porpoises, seals and sea birds abound. This is a great region for fishing and free diving — and when there's a hurricane offshore, big surf breaks off the pier.

later, a handsome young man came over, apologized for being completely drunk — we'd have never known — and talked about his schooling in La Paz, his job as a teacher, and other topics. We could have spent the entire night there.

It's possible to get in and out of Turtle Bay other than by boat, but it's not easy. Each day there's a bus that makes the bone-crunching four-hour ride over rutted dirt roads to the little town of Vizcaino, from which you can catch another bus to

Tijuana. Figure on 24 hours total. Despite these hassles, Turtle Bay does occasionally get adventure tourists, but not many. There's also a plane that flies from

Tijuana, to Hermosillo on the mainland, to Guerrero Negro — which is about 6-8 hours from Turtle Bay by bus. Make sure your life insurance is paid up. It also might be possible to catch a

Hardworking Javier even gets his mom to pitch in.

fare. But the big news in Turtle Bay this fall was that one family was opening the Dragon de La Mar, a Chinese take-out restaurant. We tromped over to see it — or what currently exists of it — on the bluff overlooking the bay just to the east of the pier. We never made it, however, as we were side-tracked by a sweet gentleman who's known as Armando.

He lives in a pleasant but modest home — complete with fireplace, color television and phone/

fax — that offers a commanding view of the bay and the Pacific. He also has a rarity in Turtle Bay, a small but well-tended lawn. Armando explained to us that he works for the government fisheries

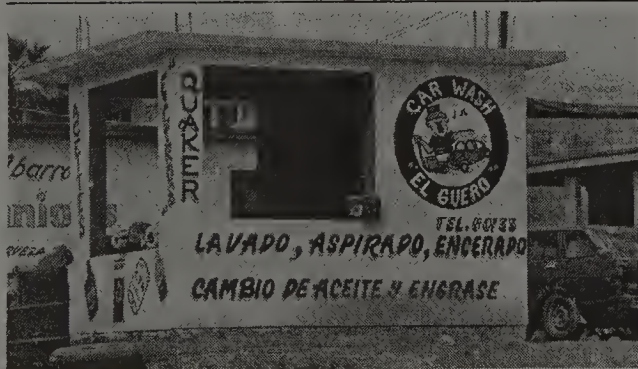
water and air temperature as well as note the cloud cover or lack thereof. In his spare time — and there's lots of it — Armando polishes abalone shells and makes them into different jewelry

items and art objects. He has an indoor-outdoor shop behind his house complete with various grinders

and polishers — and a wall calendar from a Salinas motorcycle shop featuring a saucy young lady. If you're ever in Turtle Bay and want to chat,

just seek out Armando. He lives right next to the Dragon de La Mar.

Making friends in Turtle Bay is easy. You just smile and say hello. Thirty yards down the beach to the left of the pier, on the main path into town, we stopped by Rogelio's little beer and candy concession called Deposito Playa. Before long, we were chatting to him, all the little kids, and to two older women sitting a few feet away. A few minutes



Why bother? The car wash doesn't see much action in this dusty little town.

department, and that his main job is to go down to the pier each day and record the



TURTLE BAY — A MID-PENINSULA PIT STOP

ride down on the lobster plane that flies from Ensenada. Remember, though, that the old DC-3 that used to make the run crashed just outside of town, where you can still find debris.

If you want to stretch your legs with some solitary jogging, Turtle Bay has got just what you need. Land your dink near the abandoned bungalows at the base of the cliffs east of town, and just set out along the shore to the southwest. After about an hour, you'll be so alone it might spook you.

For all the positives we can now report about Turtle Bay, it has earned some bad

press over the years. Many old-time cruisers can recall the horrible incident 15



man eventually died from his wounds. It was a terribly sad period for the town.

The Pemex station, a few blocks inland, is probably the busiest place in town.

When the wife left, most of the population lined the streets to express their sorrow. Despite her grief, she said she had only warm feelings for the town.

We should also be

clear this natural harbor doesn't offer completely fail-safe protection from bad weather, as many assume it does. While largely enclosed, the 5-square-mile bay is big enough for fetch to develop. About 10 years ago, a strong blow created huge chop which caused a Cheoy Lee 44 to start dragging. Her owner, a New Yorker, unfortunately got the line fouled in his prop and the boat quickly drifted ashore near the pier and was destroyed. A few hours later, a singlehander, who had weathered the worst of it, re-anchored on the south side of the bay.

With the storm abating, he went to sleep exhausted. Tragically, his anchor line snapped and his boat was soon on the beach. Then, a year ago, a Mexican catamaran got caught in Turtle Bay when a mild hurricane came through. It went up on the south side but was salvaged.

All this being said, a stopover at Turtle Bay is apt to be a positive, trouble-free experience 99% of the time. We highly recommend that you check it out for yourself on your next trip south of the border.

— latitude 38

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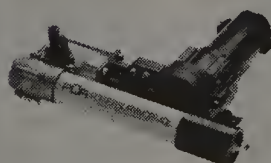
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The Cruisers' Choice

"I think I'll have the poached salmon," announced Lee as she put down her menu. "What does our first case look like?"

Everyone else at the table was still trying to decide what they would have for

of view — was that we were all treated to dinner at one of the nicer waterfront restaurants.

"If we're into conspiracy theories, I'd say that the new rules are driven by television."

dinner, except for our host, who put his menu aside for a moment to pull some papers out of a file folder.

"We have a really nasty starting line incident," he said. "Leeward claims they were holding course to go right alongside the committee boat, and. . ."

"And the windward boat," interrupted Lee, "is convinced that they had plenty of room to get between them and the RC boat, but then 'L' luffed up in violation of rule 16."

"How did you know?" confirmed the Race Committee Chair. "Did you see that one?"

"No, but like, I've seen lots of others like it," she explained.

"Both of them are very good racers and will probably make strong cases with lots of witnesses," predicted the RC Chair.

"Anyone on the RC boat see it?" asked Lee's friend, the fourth person at the table.

"I did," said the RC Chair. "And it was pretty clear to me that. . ."

"Stop!" Lee interrupted again. "If you're a witness, you should only tell us during the hearing, with both parties present."

"Right," he agreed. "That's why you're all here. There's too much heavy talent involved in these protests for our club to handle them in-house."

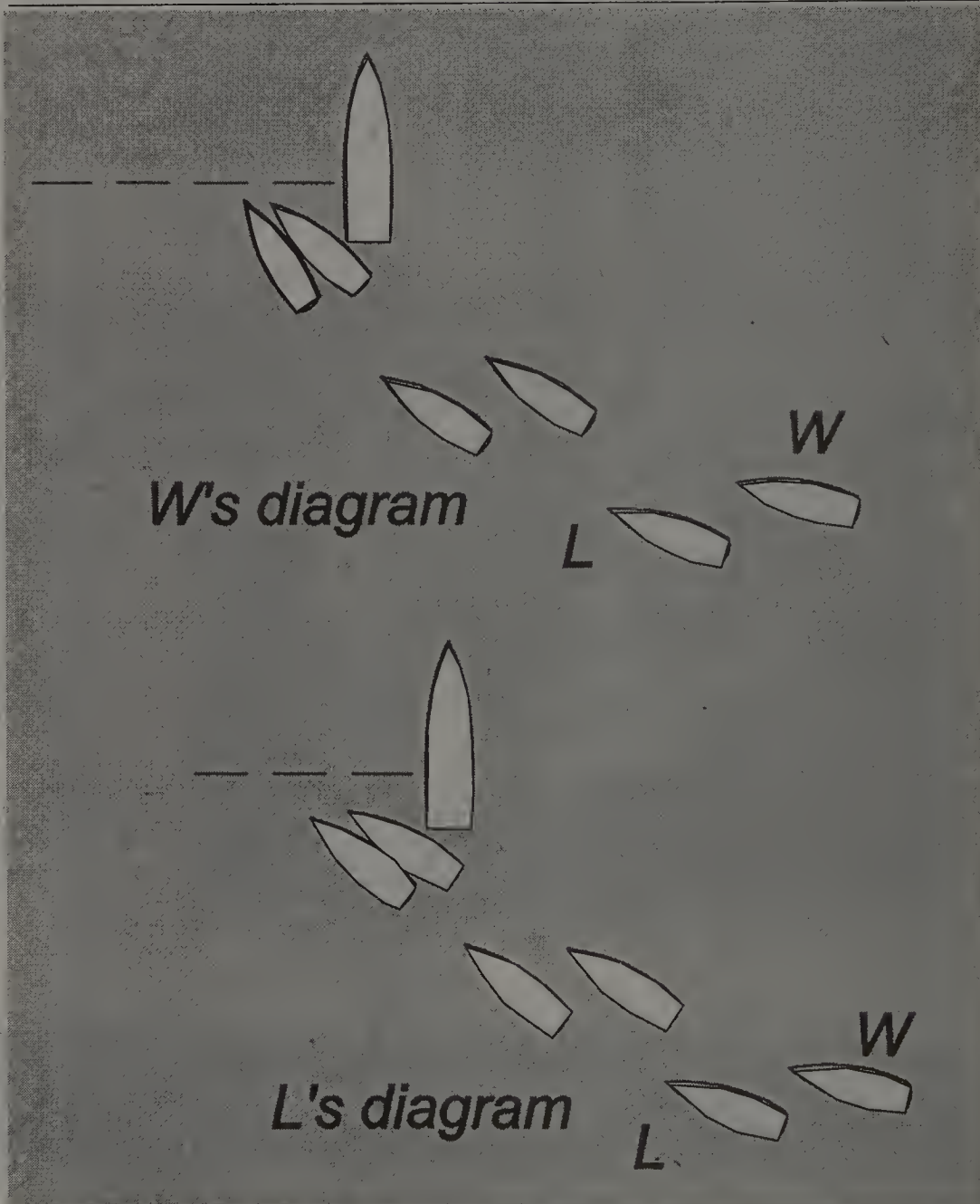
It was a good strategy, 'outsourcing' the Protest Committee. The RC Chair, faced with some politically charged protests arising from their last midwinter race, had elected to recruit some rules experts from the local university sailing club. Lee and her friend, aside from being active dinghy racers who know the rules inside out, were nicely insulated from club politics — in fact they had never even heard of the personalities involved in the protests. I was on the committee too, but as far as I could tell the only reason was to add some 'gray hair' to the panel.

But the best part of this protest committee strategy — certainly from our point

Our waiter arrived, and I made a quick decision to have the swordfish. Lee's friend, not the least bit bashful for a starving student, ordered the steak/lobster combo. Our host thought that was a fine idea and ordered the same. I added fish chowder, and Lee, not to be outdone, threw in the crawfish appetizer and a bowl of steamed clams. Then we were ready to get down to business.

Copies of protests and counter-protests were passed around the table, so we could discuss likely rules that might ap-

CASE #1 — The windward boat ('W') claims the leeward boat ('L') luffed them up into the committee boat. 'L' claims they held course.



ply and lines of questioning worth pursuing. The free dinner was having the desired effect: this committee was doing its homework.

"It's all going to come down to when 'L' luffed up," said Lee, studying the diagrams. "And at what point in time 'W' first failed to keep clear. 'L' has every right to force 'W' out, but they have to do it in a way that leaves 'W' a place to go. Once the RC boat is in the way, then like, 'W' has their spot."

"If 'L' was first obstructed by 'W' here," said Lee's friend, pointing at his copy of the diagram, "and contact occurred all the way in here," he continued, pointing at one of the later frames, "then I think they're both going to get tossed."

The RC Chair rolled his eyes. "Great. I'll make two sets of enemies for life, instead of just one. Don't you think if 'W' forces in there, that makes them at fault for the whole thing, and 'L' can't be blamed for continued efforts to force them out?"

"Not once they're overlapped with the RC boat," Lee's friend answered. "I've been on the wrong side of that one a couple of times, too. One of the practical effects of the new rules is that it seems to be tougher to enforce your rights against a barger."

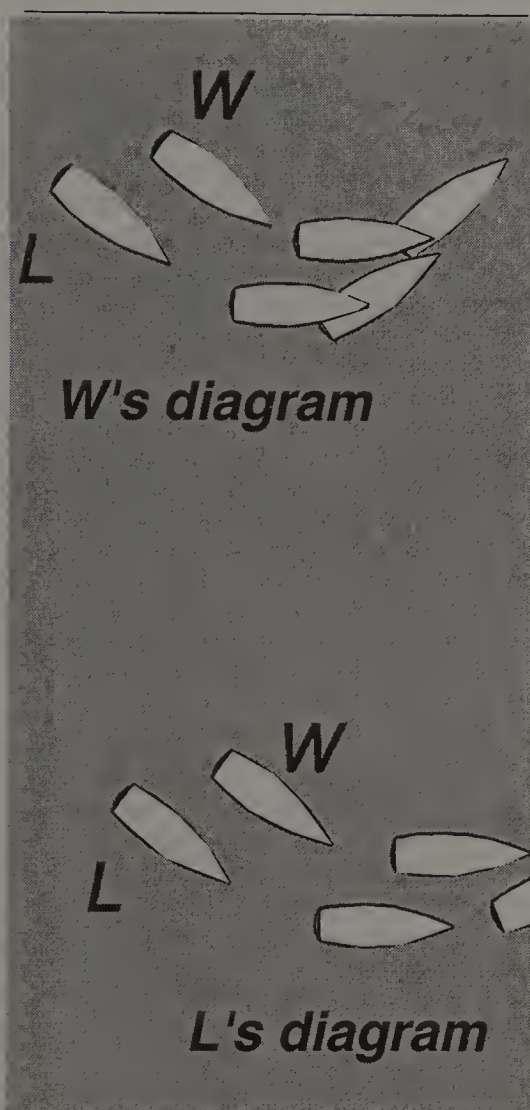
"But like, that's been the case since '93," said Lee, "when the old rule 40.2 was added, making it clear that the RC boat could be used as an obstruction to prevent a luff. Although arguably that was always the case because of the old rule 35, unless the luff was consistent with assuming a proper course to start, in which case 35 didn't apply, and a boat could then be luffed smack into the RC boat. But that was prior to the '93 rules."

"Well that's all ancient history now," I said, hoping to avoid having to actually figure out what Lee was talking about. "Seems to me that in this case all we have to do is figure out when 'L' altered course, and when contact occurred."

"They'll never agree on those facts," predicted Lee's friend. "And I see that one of them claims there's a scratch marking the point of contact. We might have to figure out if a scratch constitutes 'damage' under rule 14. If it does, then 'L' might still be tossed, even if they did stop luffing before 'W' was too close to the RC boat to respond."

"Doesn't the damage have to be 'serious'?" asked the RC Chair.

"Not anymore," said Lee. "It just says



CASE #2 — 'L' has luffing rights and tries to come up. 'W' claims they weren't given room to keep clear.

'damage.' And like, the dividing line between damage and no damage is proving to be just as blurry as the line between serious damage and non-serious damage."

"Well, I can see this one will take some time to sort out," said the RC chair. "Wish I'd had the video running for this start."

"Here's our next case. . ."

The second protest to be heard that night also involved a luffing incident, but at least this one wasn't complicated by a starting line obstruction. On a reaching leg, a leeward boat with luffing rights tried to come up, but the windward boat, ahead but not clear ahead, claimed that they weren't given room to keep clear.

"Windward might not have been using the corrected definition of 'keep clear,'" suggested Lee. "It's wrong as published in the rulebooks still being sold."

"Wrong in the rulebook?" I flipped through my book, trying to find the definitions. They seemed to have been omitted from my copy.

"Second to last page," prompted Lee, "after the index, between the two ads."

"Of course," said Lee's friend with more than a little sarcasm. "How logical."

My book defined "keeping clear" in this context as "allowing the leeward boat to immediately change course without making contact with the windward boat."

"Make that 'change course in both directions.' It's one of the changes made in the fall of '97."

"Well, how are racers supposed to know about these things?" I asked. "Back in the old days, the rules were frozen for four years at a time."

"It's on the ISAF web page," explained Lee.

"Ever notice," said the RC Chair, "how 'it's on the web page' has replaced 'the check's in the mail?'"

While our soups, salads, and appetizers were being served I studied the two diagrams a little more. "So what facts are we going to need to establish for this one?" I asked after we had all eaten a few bites.

"Did 'W' give 'L' 'wiggle room', is what it comes down to," suggested Lee's friend.

"But as soon as 'L's bow gets close to 'W's stern," noted Lee, "there's a kind of lock-up. 'W' is going to say that 'L' came up so fast and got so close that they couldn't alter course to windward any more without bringing their stern down into 'L's bow, and therefore 'L' violated rule 16. 'L' will say that 'W' didn't leave enough room. But like, without the videotape from the blimp, it's going to come down to who has the better hairstyle."

"These were so much easier under the old rules," complained the RC chair. "If you had luffing rights, you could just luff up and slam into 'em! As long as the damage wasn't serious, it was an open and shut case. No need for videotapes from the blimp; it was obvious to everyone involved who was right and who was wrong."

"I know exactly what you mean," said Lee's friend. "The new rules seem to have introduced a lot of gray areas that don't lend themselves well to self-enforcement. This is one sport where the competitors are also the referees, and above all else, that requires a system that makes it very

obvious, even to biased observers who are inside the action, who is right and who is wrong."

"I wonder," said the RC Chair, "if some of that uncertainty might explain the general decline in the number of protests we're seeing at the YRA level. It's a bit of

Lee explained, still wearing her conspiracy-theorist hat, "is that we all sit and watch sailing on TV, or read about it in

"Harold S. Vanderbilt codified a new set of rules in 1936 that became the basis of what we still use today."

a paradox — fewer people seem to have a clear idea of their rights and obligations at any point in time under the new rules, yet protests are down."

"There's more randomness in the process," he answered. "And people are afraid to throw themselves at the mercy of possibly flaky protest committees who may interpret the relationships between the boats differently, or may find arbitrary facts not subject to appeal."

"I think it's the demographics," I said. "Racers are older, we live farther from the Bay, traffic is worse — all of which gives more incentive to avoid hearings."

"None of those factors apply to the dinghy fleet I race in," he countered. "It's the uncertainty of the process that's discouraging protests, an unintended consequence of making the application of the rules hang on too many subjective issues."

"If I were into conspiracy theories," said Lee, "I'd say that the new rules are driven by television. I mean, if you have an on-the-water ref making those subjective calls, the new rules work fine."

"I agree," said Lee's friend. "Even the non-sailing public can understand the new language more easily than the old rules. So when we see a call made by an ump during an America's Cup race there's time for Jobson to explain it before the next commercial. And if we don't like the call we can yell at our TV sets, like good sports fans are supposed to do."

"But does the conspiracy theory hold up?" I asked. "What happens when you follow the money?"

"You find that ISAF gets a huge chunk of cash for administering the sailing component of the Olympics, and lots of money from other sponsored events with high media profiles. These circuses are almost irrelevant to sailing as a participant sport, but like, they're what's driving the decisions made at the top."

"Why is this really so bad?" I asked.

"Because the real goal of the sponsors,"

magazines or on the web, and see lots of corporate logos, worship the heroes of the sport, buy the endorsed products, see lots of commercials, read lots of ads, and if we never bring our own boat to the starting line, like, that's fine with them."

"Oh," I said. "Just like car racing. Wouldn't want to get in the way of progress."

"A few of us," said Lee's friend, "are trying very hard to get in the way of 'progress.' We have an ad-hoc racing rules committee that's generating an alternative rulebook. Some of the '97 changes are being rolled back, some are being retained, but the main thing is to see if a small group of people not beholden to the high rollers can work out a better set of rules."

"Sounds kind of subversive to me," said the RC Chair. "Don't you think it would be better to submit change requests to the various committees, and work through the normal revision process? It's still a democratic process, regardless of who's paying the bills at the ISAF office. You know, work within the system. It seems to be accessible enough."

"We're not so sure of that," said Lee. "The new rules were implemented in an extremely undemocratic way. Trial versions available in '95 and '96 were very different from what was handed down to us in '97. But for some reason they seemed to be locked into a tinetable — probably driven by the Olympics and the four-year revision cycle."

"Besides," continued Lee's friend, "sometimes it's more fun to work outside of the system. We want to be subversive. It gives us a lot more freedom to produce something coherent, especially if we keep our group small. And, it's historically con-

sistent with the way racing rules have been developed in the past."

"Really?" questioned the RC Chair. "NAYRU, the North American Yacht Racing Union, the group that became U.S. Sailing, has been administering the rules since 1925. And I might add that they've done that better than anything else they've ever tried to do. . ."

"But the rules as we know them — at least as we knew them up 'till '97 — also began as a maverick project of sorts, just like what we're doing now. Harold S. Vanderbilt came up with them in 1936. He was fresh from very nearly losing the America's Cup to the Brits two years earlier, pulling off the defense only with the help of some controversial protest decisions. So he codified a completely new set of rules, changing the game much more radically than the changes we saw in '97."

Our food was arriving at our table, but even a plate of steak and lobster being placed in front of this starving student couldn't get his mind off his rules project.

"The 'Vanderbilt Rules,' as they were called, were only used experimentally by small clubs for the first few years. But by 1948 their popularity had spread, and NAYRU adopted them as the official rules. IYRU (now ISAF) followed, and they became the basis of what we still use today."

"But Vanderbilt," I pointed out, "would never exactly be accused of being representative of grass roots sailing. Something tells me that when he wanted to play a new game, everyone around him was happy to play by his rules, if you know what I mean. Didn't he also write the rules for bridge?"

"Something like that," he said, twisting a claw off the big red bug. "But the substance of what he did was really remarkable."

My dinner arrived at the table, while Lee's friend continued to paint a dismal picture of the racing rules prior to 1936.

"The main problem with the pre-1936 rules was that there were huge gray areas everywhere. If you were overlapped and sailing 'the same or nearly the same' course you had room. If courses were not nearly the same, you didn't. Close-hauled port had rights over off-the-wind star-

board, but the dividing line between close-hauled and off the wind was never very clear. Overtaking port had to keep clear of starboard, but the angle difference between overtaking and converging from leeward were a matter of interpretation. Luffing was governed by whether there was 'risk of collision,' something that was always hard to judge. And luffing above proper course was determined by whether you could hit the windward boat forward of their main shrouds."

"At least that left very little doubt after a collision," I noted.

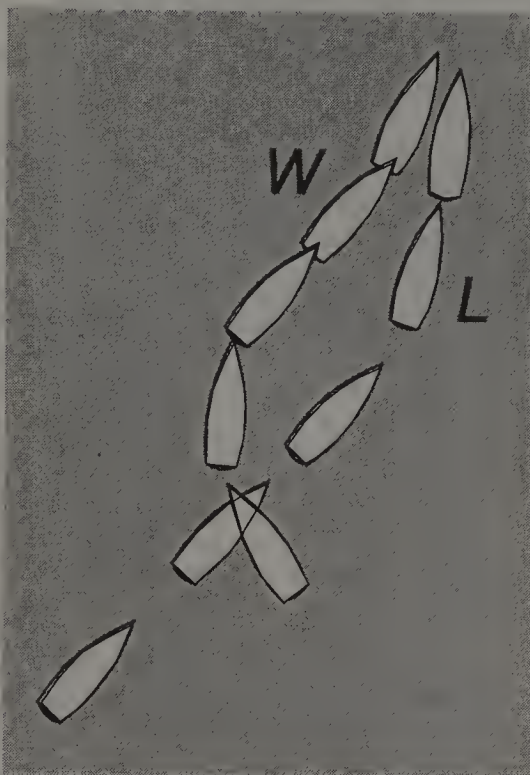
"True, but even Vanderbilt didn't like playing bumper-boats. Anyway, the Vanderbilt Rules were experimental 'til '48, then they evolved and evolved and evolved for 47 years 'til '95, when another completely new set of experimental rules appeared, the work of Dick Rose and the rest of his committee. These were actually quite good in many ways, and contained some fairly radical changes to the game. But by the time they were morphed into the official ISAF '97 rules, a lot of the innovations had been removed and we're left with some of the worst features of the new and old rules combined."

"I dunno, some of the new rules are an improvement," said Lee. "Most of the rewording and re-organization is good. And like, I think all of rule 18, Passing Marks and Obstructions, is better than what it replaced."

"Yes, that's not one of our targets," he agreed. "What we're going after are the avoidable gray areas. Especially luffing. We want to bring back the protections that the leeward boat had under the old rules, and not rely on the 'memory' of the overlap for how it was established or whether mast abeam could have been called at some time in the past."

"How are you going to do that?" asked the RC Chair.

"A few things on our agenda at the outset," he said. "First we need to bring back the old language about avoiding contact that results in serious damage. But instead of 'serious' it will probably be 'structural' or 'non-cosmetic.' So scratches and scrapes won't count. But holes and cracks, broken lifelines and bent pulpits will. We think this is the clearest place to draw the line. Then, we'll



CASE #3 — 'W' wins this one under the current rules. But next year this will probably change.

restore the three exceptions to the old rule 35, now rule 16: Assuming a proper course to start; rounding a mark; and luffing. Then when you luff, you won't have to be responsible for making sure the burdened boat is able to avoid you — the whole idea being that a boat with luffing rights should have a free hand, and a windward boat that doesn't keep clear should have no recourse."

"Are you going to bring back the quarter point bonus for a first place, while you're at it?" I asked.

"For sure," said Lee. "That's another good example of a change that nobody asked for — and lots of local race committees are undoing on their own."

"But how do you plan to determine luffing rights?" asked the RC chair. "The old and new rules both require the memory of past events."

"That's where we borrow a page from Dick Rose's original 1995 experimental rules," said Lee's friend. "Under that sys-

tem, if 'L' is ahead of 'W', 'L' can luff. If 'L' is behind 'W', they can't luff above close-hauled. Simplicity itself." He pulled a large mass of succulent lobster meat out of the claw he had been dismantling. "I quote from Vanderbilt, writing in 1939: 'It follows that any rule is faulty which uses, as a right-of-way determinative, past situations to determine present rights.' This is from his book *On the Wind's Highway*, a lot of which is dedicated to advocacy for his new rules. His main gripe was with keeping track of 'overtaking' versus 'converging' status. Problem with the '87 rules is that by doing away with mast abeam and replacing it with overlap established from astern, we've reverted to the pre-1936 problem."

I argued that it wasn't right to let a boat that had come from astern luff aggressively, but when pressed I really couldn't explain why not.

"Here's how I'd rewrite the rule limiting luffing above proper course," he finally concluded: "'When two overlapped boats are on the same tack, the leeward boat shall not sail above her proper course so as to cause the windward boat to alter course to keep clear, if an imaginary line abeam from the leeward boat's mainmast is behind the windward boat's mainmast.'"

"This is almost exactly how the '95 X-rule used to read, except that we replaced 'shall not sail above proper course within two lengths' with 'shall not sail above proper course so as to cause the windward boat to alter course.' This makes the exception about tacking away

unnecessary, and is more in line with how leeward boats are actually expected to sail when they're one to two boat lengths to leeward. And our wording doesn't require judging the distance between the boats at all."

"I'll have to think that one through," I said. "I never did have a

chance to actually race under those experimental rules."

"Well, we're not done debating whether the line should be drawn from the masts or from the helm positions, or at right angles to the leeward boat or the windward boat. Anyway the basic principle is to make real time right-of-way decisions

MORE ON THE RULES

- Changes already in the rules, not published in the rulebook: <http://www.lainet.com/~engel/98text.htm>
- Proposed changes considered at the fall 1998 ISAF meeting: <http://sailing.org/98november/agendas/racingrules.html>
- To participate in the ad hoc committee to revise the racing rules, look for pointers in the *rec.boats.racing* newsgroup.

simple and clear, even at the expense of some perceived inequity. Rather than split the rights and obligations between the two

revision to the racing rules, and ready to get back to more immediate issues.

"Another luffing dispute," he said. "This time, thank heavens, the diagrams from both sides agree. A boat tacks close to windward of another boat, and by com-

"Better check to see when the actions taken at the fall ISAF meeting go into effect," said Lee's friend, "because I think the applicable rule is going to be changed this year."

That's when I noticed some people at the next table who seemed to be taking a particular interest in our conversation. They were very quiet, nibbling on appetizers, and seemed to avoid eye contact. And I was sure I saw a flash of a maroon and white book, the color of the rulebook cover. And they looked familiar — I had seen those people sailing on the Bay, sailing on one of the boats named in that last protest.

I checked the index of my own rulebook to make sure I had the rule number right, then said in a loud stage whisper, "What about rule 69?"

"Check please!" said one of the sailors at the other table.

It was a good dinner, but a long night.

— max ebb

"The main thing is to see if a small group of people not beholden to the high rollers can work out a better set of rules."

boats involved in a right-of-way situation, our philosophy is to make sure that, as much as possible, all the rights fall squarely on one side and all the obligations fall squarely on the other side."

"What's the third case tonight?" I asked the RC Chair. At this point I was lost in the logic of yet another proposed

pleting a tack ends up overlapped to windward. 'L' says that they have luffing rights because 'L' didn't establish the overlap from astern. 'W' says that they did, because under the new rules 'W' was 'on a tack' as soon as they crossed head to wind.'

"A slam-dunk!" exclaimed Lee, peering over at the diagram between bites of salmon. "But it's like, a no-brainer. 'W' is right, overlap established from astern."

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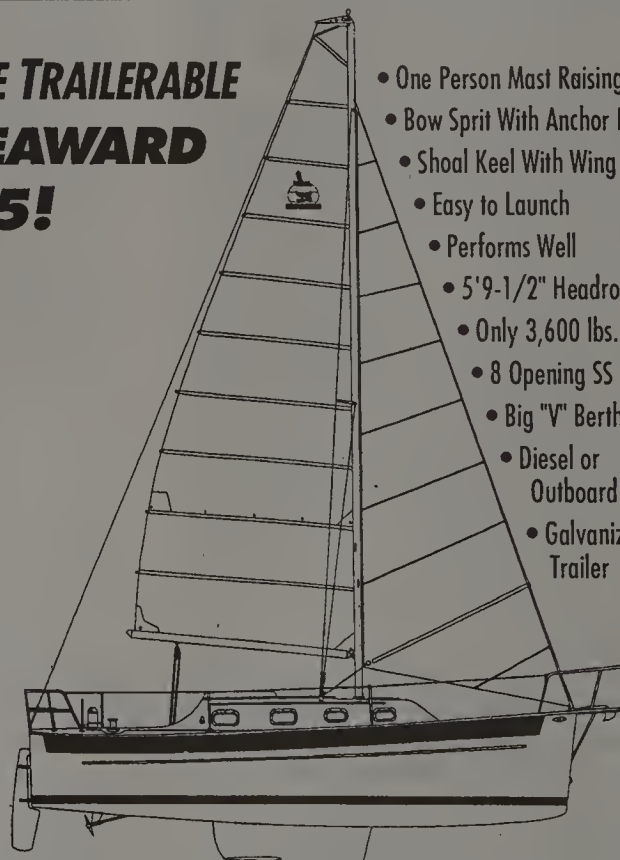
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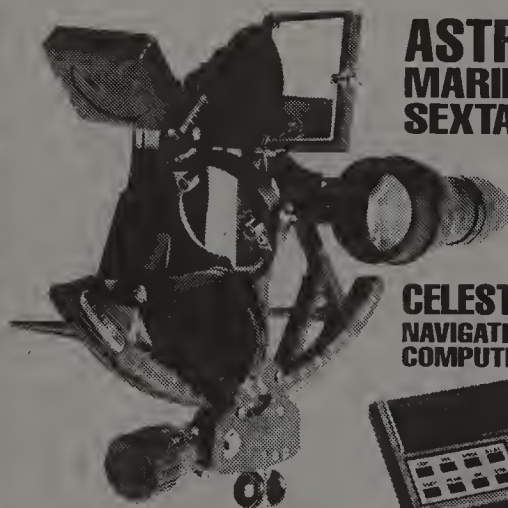
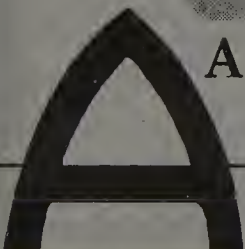
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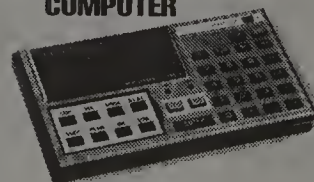
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SEASON CHAMPIONS, PART II —



Tis the season for, among other things, celebrating the winners of the 1998 summer sailing championships. This month, in our second of three installments, we shine the spotlight on winners of various keelboat one designs classes. Eighteen of these winners sail under the auspices of the One Design Class Association (ODCA), while the other six — Etchells, 11:Metres, J/24s, J/35s, Melges 24s, and Moore 24s — are 'stand alone' classes.

"ODCA is actually in pretty good shape," claimed Olson 30 sailor Jack

Easterday, who is leaving the presidency of that organization after four years of faithful service. "Our numbers are about the same as last year, with 165 entries and 116 qualifiers. The quality of the racing keeps improving, however, as more and more fleets are customizing their schedules to include special events."

If anything, ODCA has become downright user-friendly about tailoring class championships to fit each group's needs. Among the bigger boats, ODCA is often a subset of their summer championship — the Express 27 class, the most extreme

example, is part of ODCA but only races in one YRA event, the Vallejo Race. "Times are changing," said Easterday. "ODCA is quite flexible now. We're willing to cut deals with any one design group that wants to sail with us."

There is some bad news to report, however: two long-standing classes, the Ranger 23s and Columbia Challengers, have finally been euthanized due to lack of attendance. The former will slip into the oblivion of HDA-M, while next summer the latter will apparently race levelly with the Ariels, who are teetering on the



ONE DESIGN

brink with the bare minimum of five qualifiers (i.e., boats which sailed in more than half the races). Five other classes — Catalina 30s, Hawkfarms, J/29s, Santana 35s and Tritons — are also living on the edge. On a happier note, the huge Moore 24 fleet may join ODCA next year, and the growing Antrim 27 and WylieCat 30 fleets are approaching critical mass. •

"The two brightest spots in ODCA are the J/105 class and the Level 198-Raters, both of which continue to flourish," noted Easterday. "The Santana 22 class, which races non-spinnaker, also deserves

mention, qualifying 15 of 20 entries."

The six 'renegade' classes continue to prosper. Three of these classes had banner years: the 11:Metres and J/24s held their Worlds here this summer, and the Etchells had their NAs. Meanwhile, the Melges 24s and J/35s are holding steady, and the Moore 24 fleet continues to snowball. The latter group saw an enviable 44 boats sail in their Roadmaster Series.

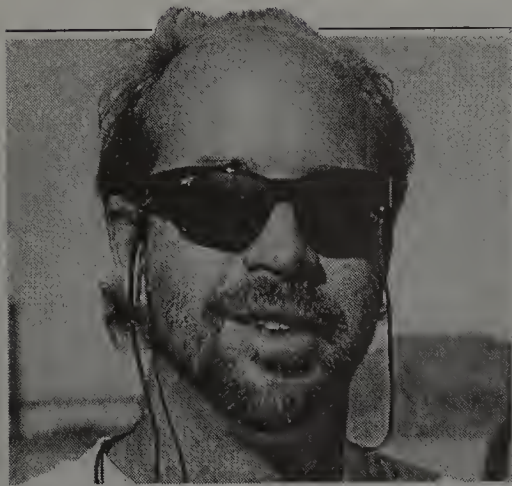
For the record, the 24 winners profiled on the following pages represent 12 different yacht clubs, with St. Francis YC and Richmond YC the most represented,

fielding six and five winners respectively. Many of these faces should look familiar — nine are repeat winners from last year, and most of the others have won titles in the past.

To learn more about ODCA, call president-elect Pat Benedict, a J/29 turned J/105 campaigner, at (925) 837-0780. To get in touch with any of the other six classes, call Lynn at the YRA office, (415) 771-9500. Without further ado, let's meet this year's one design winners. Congratulations and high fives all around!

— latitude / rkm

SEASON CHAMPIONS, PART II —



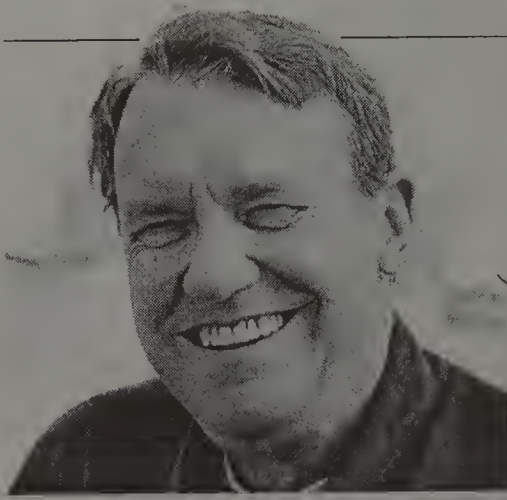
Ariel — Paranda
Hugh Davis, Berkeley YC

CREW: Peter Thompson, Jonathan Gutoff, Mark Showalter, Pete Rowland.

COMMENTS: Davis, a woodworker, bought *Paranda* at a lien sale two years ago. He and Thompson plan to "learn how to sail" this winter on their Vanguard 15.

QUOTE: "New sails and a loyal crew were the keys. I motivated them by promising I'd buy an Antrim 27 if we won — ha, just kidding! We'll be back next year."

2) *Pathfinder*, Ed Ekers, SCYC; 3) *Jubilee*, Don Morrison, RYC. (7 entered; 5 qualified)



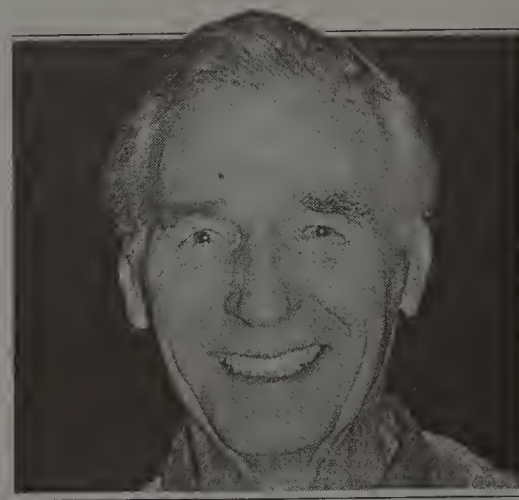
Cal 29 — Serendipity
Tom Bruce, RYC

CREW: Richard Bruce (son), Ed Bratt, Mark Stanley, William Nadel, Craig Pendergraft, Eric Ruston.

COMMENTS: Bruce, an East Bay physician, clobbered the fleet for the second year in a row.

QUOTE: "We had another fantastic season, sailing with a fantastic crew in the best sailing arena in the country — who could ask for more?"

2) *Boog-A-Loo*, Rogers/Jost, SFYC; 3) *Blue-jacket*, Bill O'Conner, SBYC. (7 entered; 7 qual.)



Catalina 30 — Trey Shay
John Jacobs, Island YC

CREW: Deb Agarwal, Dale Carlson, Chip Fussell, Bob Gibbs, Karen McVey.

COMMENTS: This is the fifth title in a row for Jacobs, a retired executive who previously had his way with the Challenger and Catalina 27 fleets.

QUOTE: "Our fleet is getting smaller, but the competition among the top boats is as sharp as ever. The boat that makes the fewest mistakes usually wins."

2) *Eurydice*, Ken O'Donnell, BYC; 3) *Friday's Eagle*, Mark Hecht, SBYC. (6 entered; 5 qualified)

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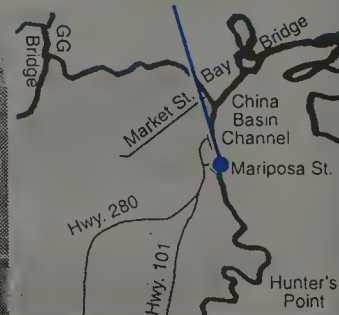
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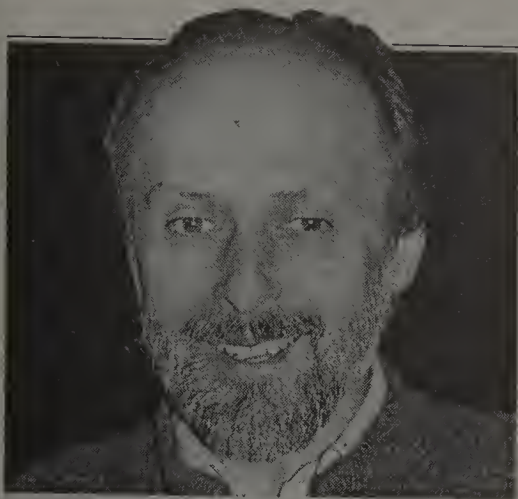
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Challenger — Gunga Din
Jan Grygier, Berkeley YC

CREW: Wife Patti Boucher, Witek Hrucewicz, Eric Michel, Ernie Adams, Patti and Jan.

COMMENTS: After a hiatus spent building a house and getting married, Grygier, a hydrologist, returned to win ODCA for the second time. *Gunga Din* also won the Nationals, revived after ten years.

QUOTE: "Be absolutely determined to enjoy what you do."

2) **Murphy's Law**, Bill Murphy, CalSC; 3) **Freebird**, Liam O'Flaherty, CalSC. (5 entered; 3 qual.)



11:Metre — Piper Jaffray
Mike Ratiani, StFYC

CREW: Ted and Conor Hynes, Robert Hurley, Dave Kresge, Will Sharron and a "deep bench."

COMMENTS: Ratiani, a mortgage broker, won in '93, '94, '95, tied for first in '96, and was second in '97. After 27 races, only 6 points separated the top four boats.

QUOTE: "The highlight was 19 boats at the Worlds! 1999 should be another good year for us, with 15 local boats now."

2) **Team Citibank**, Tom Dinkel/Peter Stoneberg, StFYC; 3) (tie) **Blue Dog & Altoids**. (11 ent.; 7 qual.)



Etchells — I Love My Wife
Craig Healy (center), SFYC

CREW: Alternate driver Nick Gibbens (right), Dave Gruver (left), Keith Stahnke, Eric Baumhoff.

COMMENTS: Four of the five crew had babies recently, but they still managed to win for the third time. Healy, a dentist, is also crewing for Jeff Madrigali in an Olympic Soling campaign.

QUOTE: "Our team had a great summer on all fronts. Thanks to everyone!"

2) **Mr. Natural**, Bill Barton/Tim Parsons, SFYC; 3) **Celebration**, Morss/Fischer, SFYC. (18 active boats)

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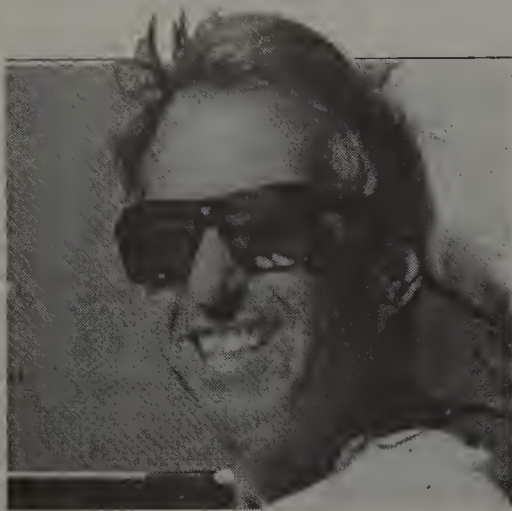
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SEASON CHAMPIONS, PART II —



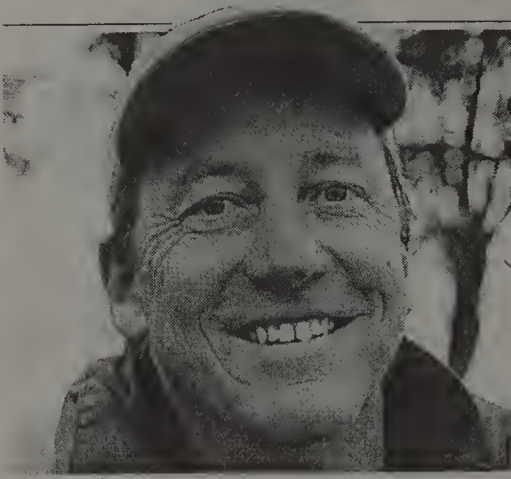
**Express 27 — New Moon
Schumacher/Franklin, StFYC**

CREW: Partners Carl Schumacher and John Franklin (above), sons Evan Schumacher and Jamie Franklin, Ralf Morgan, Paul and Sara Deeds, and a guest appearance by daughter Sutter Schumacher.

COMMENTS: Carl, a naval architect, and John, a Chico contractor who flies in for races, won for the first time.

QUOTE: "Our class has aged gracefully, with new talent always joining in."

2) Baffett, Baffico/Baskett, StFYC; 3) Peaches, Rivlin/Baldwin, StFYC. (13 active boats)



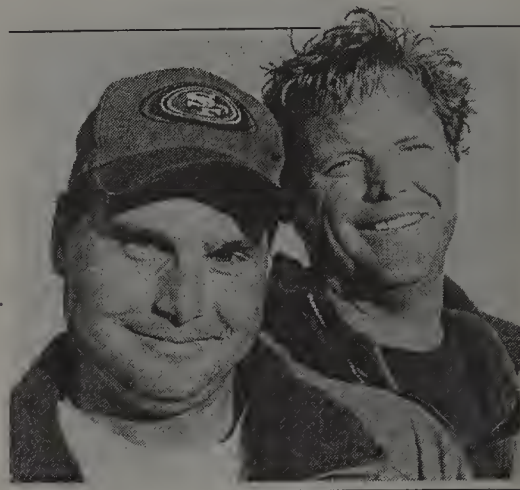
**Express 37 — Bliss
Mike Grisham, RYC**

CREW: Marc Fountain, Seamus Wilmot, Rob Cline, Ciaran Phibbs, Jimmy Coburn, Ben Landon, Huck Tomason, Dwayne King, Bill Bradshaw, Chris Phibbs, Kurt Magdan, Wayne Zitel.

COMMENTS: Three boats were in contention going into the final day. *Bliss* beat *Expeditious* on a fourth level tie breaker.

QUOTE: "It's nice to be lucky. Great sailing, great fun!"

2) *Expeditious*, Bartz Schneider, SFYC; 3) *Re-Quest*, Glenn Isaacson, SFYC. (9 entered; 6 qual.)



**Hawkfarm — Predator
Seifers (left) & Wheeler, RYC**

CREW: Co-owners Vaughn Seifers and Jim Wheeler, Les Durfee, Sean Young, Chris Evenoff, Rowan Fennell, Dave Albright, Rick Bauml, Joyce Clark, Bob Clary, and special guest Nick Nash.

COMMENTS: *Predator* dominated the 'Farmers again with wins in ODCA, the Nationals and the Champ of Champions.

QUOTE: "We've had four great years! Lately, the whole fleet has stepped up."

2) *El Gavilan*, Jocelyn Nash, RYC; 3) *Eyrie*, Tom Condy, SCYC. (8 entered; 5 qualified)

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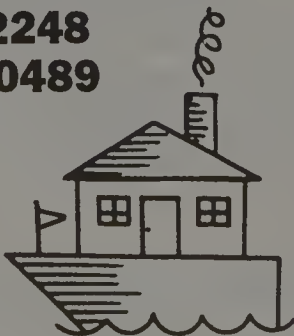
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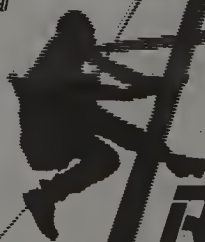


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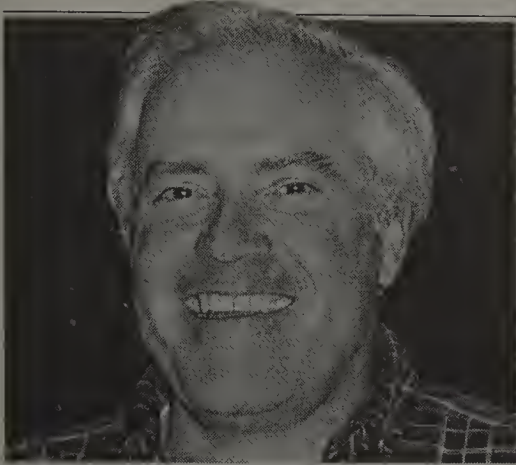
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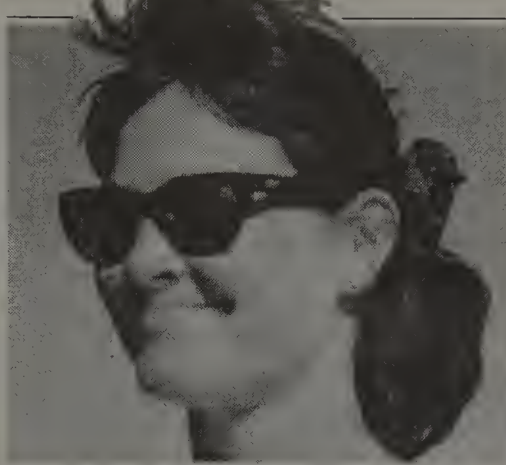
Islander 36 — Absolute
Steve Schneider, CYC

CREW: Rusty Canada, Darrell Snell, Jim Bitter, David Israel, Frank Hyde, John Dodge, Mike Sousa, Jim Snow.

COMMENTS: Schneider, CEO of a manufacturing company, fired off ten straight bullets. He won for the second time in a row following a 13-year layoff.

QUOTE: "It was another challenging season, with consistent crew work making the difference. . . Come join our fleet!"

2) Windwalker, Shoenhair/Gilliam, LGYC; 3) Pilot, Jim Robinson, SFYC. (7 entered; 7 qualified)



J/24 — Air
Susie Gregory, StFYC

CREW: Tim Duffy (driver), Reid McLaughlin (tactician), David Waird, Bobby Brooks, and 'Kermit'.

COMMENTS: Susie, an internet sales manager, bought the boat in '94 with the goal of qualifying for the '98 Worlds. She did that, finishing in the top half. This was her first season championship.

QUOTE: "Our fleet is changing — new faces and new boats will be out next year."

2) Downtown Uproar, Wayne Clough, EYC; 3) Casual Contact, Oliver/Wilmot, StFYC. (23 boats)



J/29 — 5150
Hans Bigall, Tiburon YC

CREW: Mike Anderson, Brenden Couvreur, Meserve Platt, Josh Stultz, Mac Eysenbach, Ron Tostensen, Lon Woodrum and Ross Tibits.

COMMENTS: Bigall, a district sales manager, won in his J/29 debut.

QUOTE: "It's great to sail one design! Crew work, not the driver, won the championship. . . These guys are the best, and they all have unlisted phone numbers."

2) Wave Dancer, Richard Leevey, CalSC; 3) Advantage II, Graham Churchley, CalSC. (7 ent.; 5 qual.)

↓ 1998 tax deduction

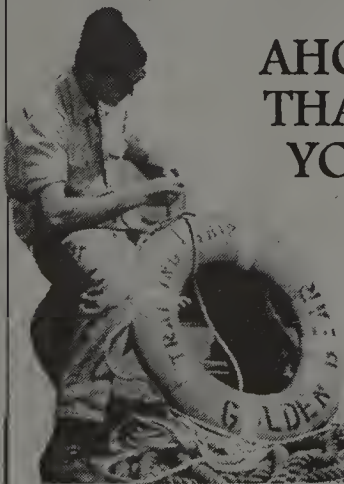
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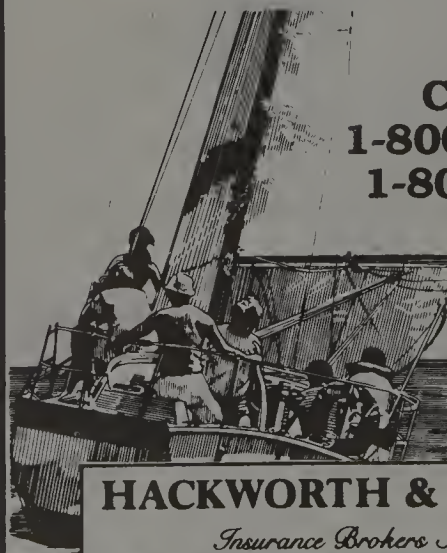


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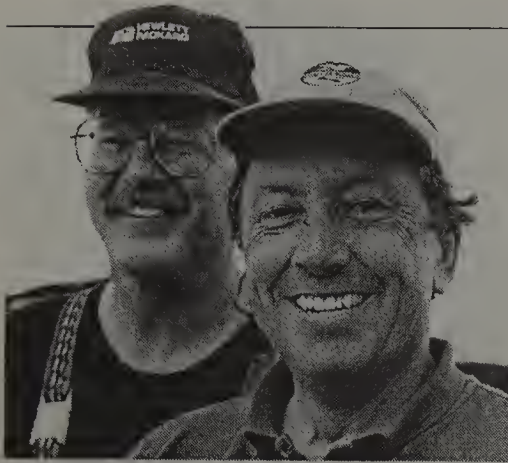


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SEASON CHAMPIONS, PART II —



J/105 — Speedwell
Thayer/Watts, StFYC

CREW: Co-owners Tom Thayer (left) and Dick Watts (right), tactician Robert Milligan, Dave Jones, Harley Gee, Carl Bailey, Monica Nester.

COMMENTS: *Speedwell* (hull #35, ex-*Invictus*) won two years ago under a different owner. The J/105 fleet has doubled in the last two years, and is currently the hottest one design group on the Bay.

QUOTE: "Outstanding!"

2) **Jose Cuervo**, Sam Hock, SYC; 3) **Blackhawk**, Dean Dietrich, StFYC. (17 entered; 12 qualified)



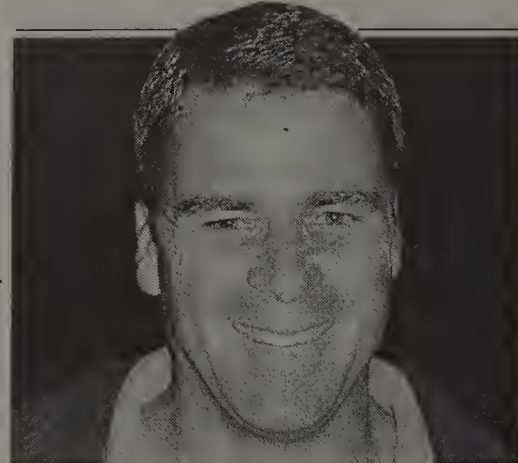
J/35 — Major Damage
Perkins/Wilson(s), StFYC

CREW: Chris and Brooke Perkins (above), Dave Wilson, Sr. and Jr., Alan McNab, Graham Green, John Crimaldi, Chris Hackett and Daren Ward.

COMMENTS: *Major Damage* dominated this small fleet for the fifth year in a row. The partners have reluctantly just canceled their order for a new ID-35 (due to lack of other boats sold on the Bay).

QUOTE: "Where's the love?"

2) **Jabiru**, Bill West/Brian Dunn, EYC; 3) **Kiri**, Bob George, RYC. (7 entered; 4 qualified)



198 Raters — Challenge
Peter Schoen, SYC

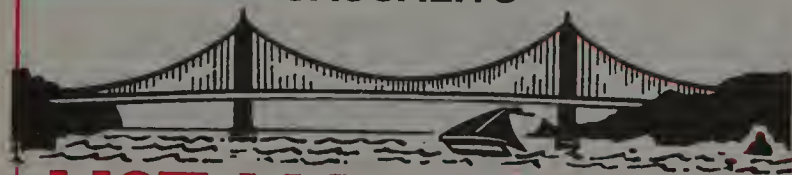
CREW: Betsy Jones-Schoen, Jeanette Schoen, Roe Patterson, Russ Wilson, Pat Fryer, Randy Hayashi, and John Hudson.

COMMENTS: *Challenge*, an Islander 28, beat out an interesting mix of Thunderbirds, Catalina 27s and Cal 2-27s. Schoen, an environmental contractor, previously won the I-28 title four times.

QUOTE: "The ol' brown sails came through for us once again!"

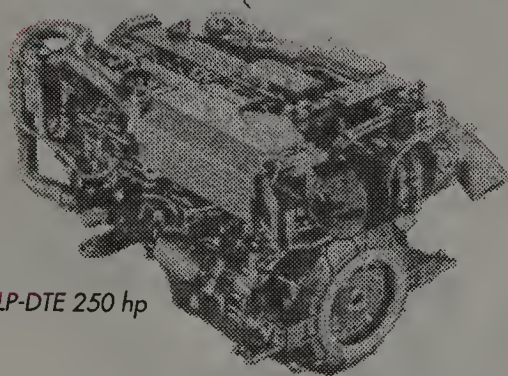
2) **Alliance**, Cal 2-27, Conley/Foster, RYC; 3) **Freyja**, Cat. 27, Nelson/Van Kirk, RYC. (12 ent./7 q.)

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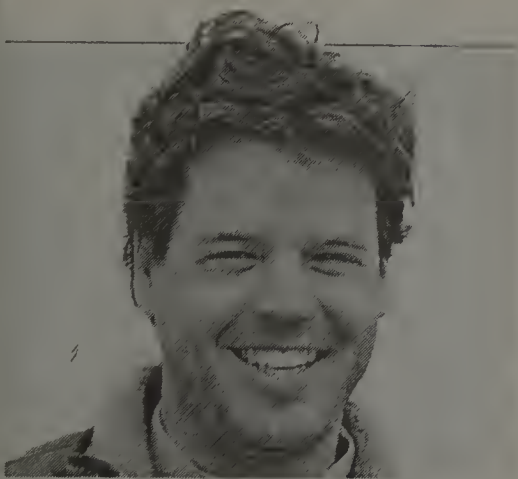
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Melges 24 — Sea Monster
John Oldham, StFYC

CREW: Mike Hovermale, Larry Swift and various others.

COMMENTS: Oldham, an industrial engineer, won five of nine events (totaling 39 races) to claim his second consecutive season championship.

QUOTE: "It wasn't a cakewalk — we had to battle it out in every regatta. The fleet has improved a lot from last year, with five teams pushing for the top spot."

2) Agent 99, Dimitrios Dimitrelis, StFYC; 3) Tropical Storm, Doug Forster, SFYC. (19 ent.; 11 qual.)



Moore 24 — Kamikaze
Fink (left)/Wheeler, Pacific YC

CREW: Co-owners Mike Fink (foredeck) and George Wheeler (driver), Nathaniel Fennell, Paul Allen.

COMMENTS: Fink, an electrical contractor, and Wheeler, a general contractor, won the Roadmaster Series through "consistent, but not great, finishes."

QUOTE: "Most memorable race was the Three Bridge Fiasco — we were OCS, and left all the food and drinks in the car!"

2) Wet Spot, Mike O'Callaghan, RYC; 3) Nobody's Girl, Syd Moore, SCYC. (44 boats)



Newport 30 — Mariner
Bruce Darby, SFYC

CREW: Peter Gibson, Ray Kuhn, Mark Malachowski, Jeremy Miller, Paul Mataras, Peter Winder, Spike Fogelquist.

COMMENTS: Darby, a retired financial executive, has raced 24 consecutive YRA seasons. He's won nine titles in four different fleets.

QUOTE: "Prepare the boat, prepare for the race, and assemble an outstanding crew — that's all there is to it!"

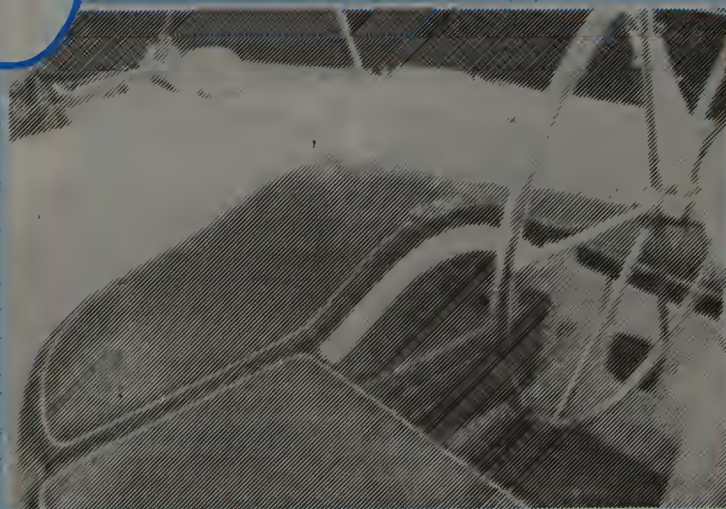
2) Hot Chocolate, Don Oliver, BYC; 3) Noble Prize, Noble Griswold, BenYC. (8 entered; 8 qual.)

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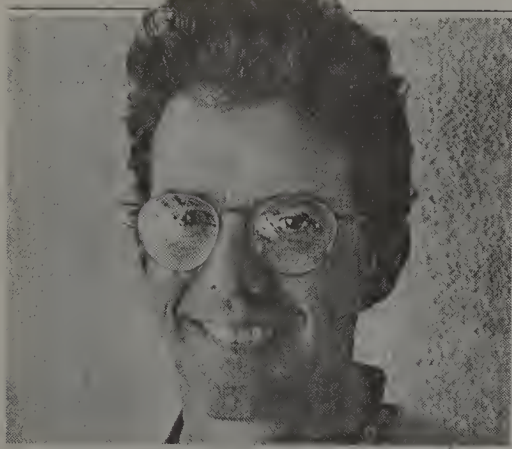
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SEASON CHAMPIONS, PART II —



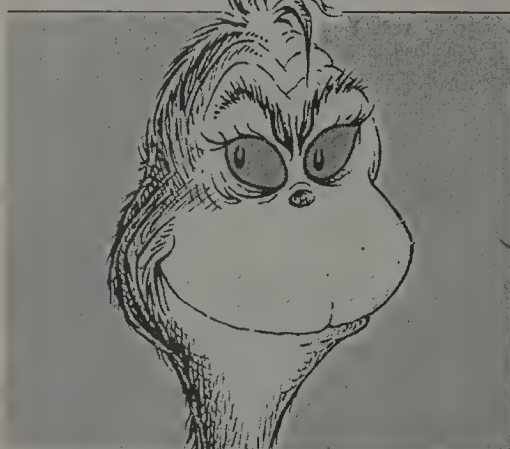
Olson 25 — Three Ring Circus
Dave McMurtry, RYC

CREW: Richard Beauregard, Ken Jensen, Joe Morra, Larry Smith.

COMMENTS: McMurtry, an environmental engineer, won for the second time. The Olson 25 fleet is "quite competitive and well-matched," with six different boats winning races this summer.

QUOTE: "We have a great crew, and we had a lot of fun. There's no 'secret' to success; it's consistency and teamwork."

2) Barking Dog, Jeffrey Kroeber, GGYC; 3) Dreamer, Mario Wijtman, GGYC. (10 ent.; 9 qual.)



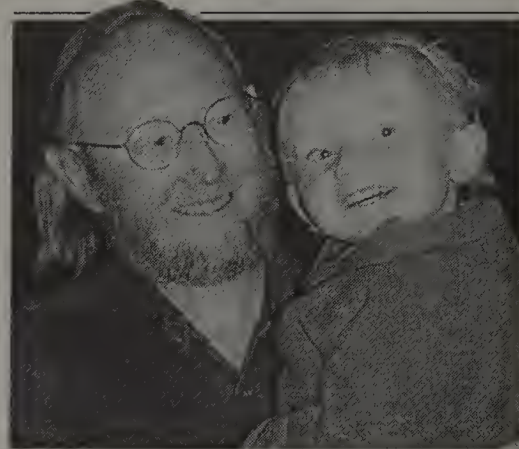
Olson 30 — Zephyros
Kim Dincel, Cal Maritime

CREW: C. Holbrook, R. Russell, G. Martin, M. Breen, T. & J. Fisher, D. Costello, M. Moore, S. McElhose, T. Jones, G. Green, M. Walker, E. Weber, PJ Jacqlin, B. Lynch, R. Smith, H. Beckett, J. Altum, J. Clarke, M. Compton and more.

COMMENTS: Dincel, a lawyer, has coached the CMA boat for several seasons. Next year, he'll be sailing a Melges 24.

QUOTE: "Great to end on a high note!"

2) Hoot, Andy Macfie, RYC; 3) Run Wild, Dale Irving, StFYC. (12 entered; 8 qualified)



Ranger 23 — Impossible
Gary Kneeland, SYC

CREW: Jay Hallberg, Dave Siegert, Lauren Novak, Liam O'Flaherty, Cindy Surdez, Karen McCurdy, Bud and Lynn Sandkulla, Carlos Fernandez.

COMMENTS: Kneeland, an architect, won for the fifth (and last) time. *Impossible* was totalled by a Cal 2-27 in the last race, and Gary has just bought a J/105.

QUOTE: "Sadly, after 26 great years, the Ranger 23 class is history."

2) *Thalassa*, Dana Sack, StFYC; 3) *Kinship*, Ken Frost, Jr., SFYC. (4 entered; 2 qualified)



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Santana 22 — Soliton
Mark Lowry (center), RYC

CREW: Jim Bonlie (above left), Alistair Moir (right), wife Deb Lowry (emergency crew and shore support).

COMMENTS: Lowry, a physicist at the "Bomb Lab," won for the second time. He's the self-proclaimed "old fart" in this class, having sailed his Tuna 22 since '83.

QUOTE: "Hey, who the @*%* are those new guys on Mizzen? Kids these days have no respect for their elders!"

2) Mizzen, Mikey Murison, RYC; 3) White Lightning, Bill Charron, SSS. (20 entered; 15 qualified)



Santana 35 — Swell Dancer
Jim & Elin Graham, EYC

CREW: Chris Corlett (tactics), Jim Bonovich, Chris Chapman, Nan Hughes, Peter King, Blake Pelletier, Rob Bon Der Ahe.

COMMENTS: Jim, an international ad sales manager, has won three times in 17 years. The season came down to the wire, with only one point between the top boats.

QUOTE: "We spent more time and energy than usual on boat prep. . . Our fleet is poised for a comeback next year!"

2) 50/50, Mark Sloane, EYC; 3) Ice Nine, Brendan Busch, StFYC. (5 entered; 5 qualified)



Triton — Bolero
Ely Gilliam, BVBC

CREW: Jason 'Bulldog' Scott, Adolfo 'Flying Burrito Brother' Martinez, Sherri 'Xena' Kellman, Joe 'Adonis' Spronz.

COMMENTS: Unable to win with just guile and experience, Gilliam broke down and bought new Quantum sails this year. Gilliam, a general contractor, attributes his win to the sails and a "tenacious" crew.

QUOTE: "What doesn't kill you makes you hurt so bad you wish you were dead!"

2) Sleepyhead, Jim Kuykeddall, VYC; 3) Hulakai, Alex Cheng, SYC. (8 entered; 5 qualified)

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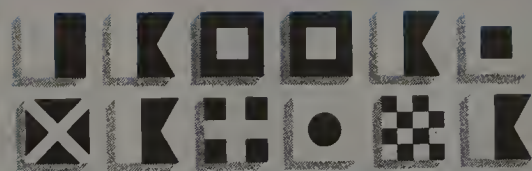
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THE RACING

With reports this month about **Matt Jones** abdicating his throne as StFYC's race manager; a few words about the hot new **J/125**; reports on seven different **midwinter regattas**; a look back at last summer's **Kenwood Cup**; and the usual abundance of **race notes** at the end.

Matt Jones, 1983-1998

Matt Jones has hung up his shotgun, resigning last month as St. Francis YC's race manager after a distinguished 15-year career. Over those years, Jones estimates he ran 4,000+ races inside the framework of hundreds of regattas, including ten world championships and too many nationals to count. "I loved almost every minute of it," said Jones, who resides in San Rafael with his wife and two young boys. "I want to thank the hundreds of volunteers I worked with over the

Management Team, is currently weighing his options. As one of the top half dozen race managers in the country, his talents are already in demand — his first 'freelance' gig will be at Key West Race Week in January. "I'm also exploring various ways to use the internet to promote sailing, and hope to get my own race management website up in the near future," said Matt.

St. Francis, meanwhile, is scrambling for a replacement (résumés can be sent to StFYC, On the Marina, San Francisco, CA, 94123). We wish them the best — it's going to be a hard pair of topsiders to fill. On a personal note, we think the yacht club will be a sadder, quieter and certainly less entertaining place without Matt prowling the premises. Jones brought a flair to that pressure-cooker position that may never be equalled. Yes, he could be direct and even abrasive, but you always knew where you stood with him. And under his public persona beats a heart of gold — he's a unique and genuine human being who cares deeply about his work, his family and his many friends.

We'll really miss working with Matt. Covering races for *Latitude* obviously brought us into close contact with him — we've spent countless hours together over the last 11 years, and exchanged virtually daily (and, when we were on deadline, nightly) phone calls. Though he was adamant about never being quoted (a request we occasionally ignored), Jones was always one of our best sources of information and color. Hopefully, he'll soon be feeding us information of a national, and maybe even international, scope.

On behalf of racers up and down the West Coast, thanks for everything, Matt, and good luck in your new endeavors.

Golden Gate YC Midwinters

The weather on Saturday morning, November 7, wasn't encouraging — gusts to 35 knots, rain, and moderate surge.



"The calls began coming in at 8 a.m.," said Golden Gate YC midwinter race chairman Jeff Zarwell. "I took to carrying around the cordless phone, every few minutes answering, 'Hello, GGYC. Yes, the race is on.'"

Still, a lot of sailors opted to bail on the first midwinter race of the '98-'99 season. Only 65 boats out of the 115 paid entries actually crossed the starting line. "The joke was on the people who didn't make it," said Zarwell. "By 11 a.m., the wind had clocked westward and filled in at a steady 15-18 knots — it turned into a beautiful day to go sailing."

The bigger boats zipped around course 16 (Blackaller/Harding/Blossom/Blackaller/Ft. Mason), while the smaller ones sailed course 14 (Blackaller/Harding/Ft. Mason). Course distances were 10.8 and 5.5 miles, respectively. "Other than some crappy weather that morning, we're off to a fine start," claimed Jeff. "This is the third

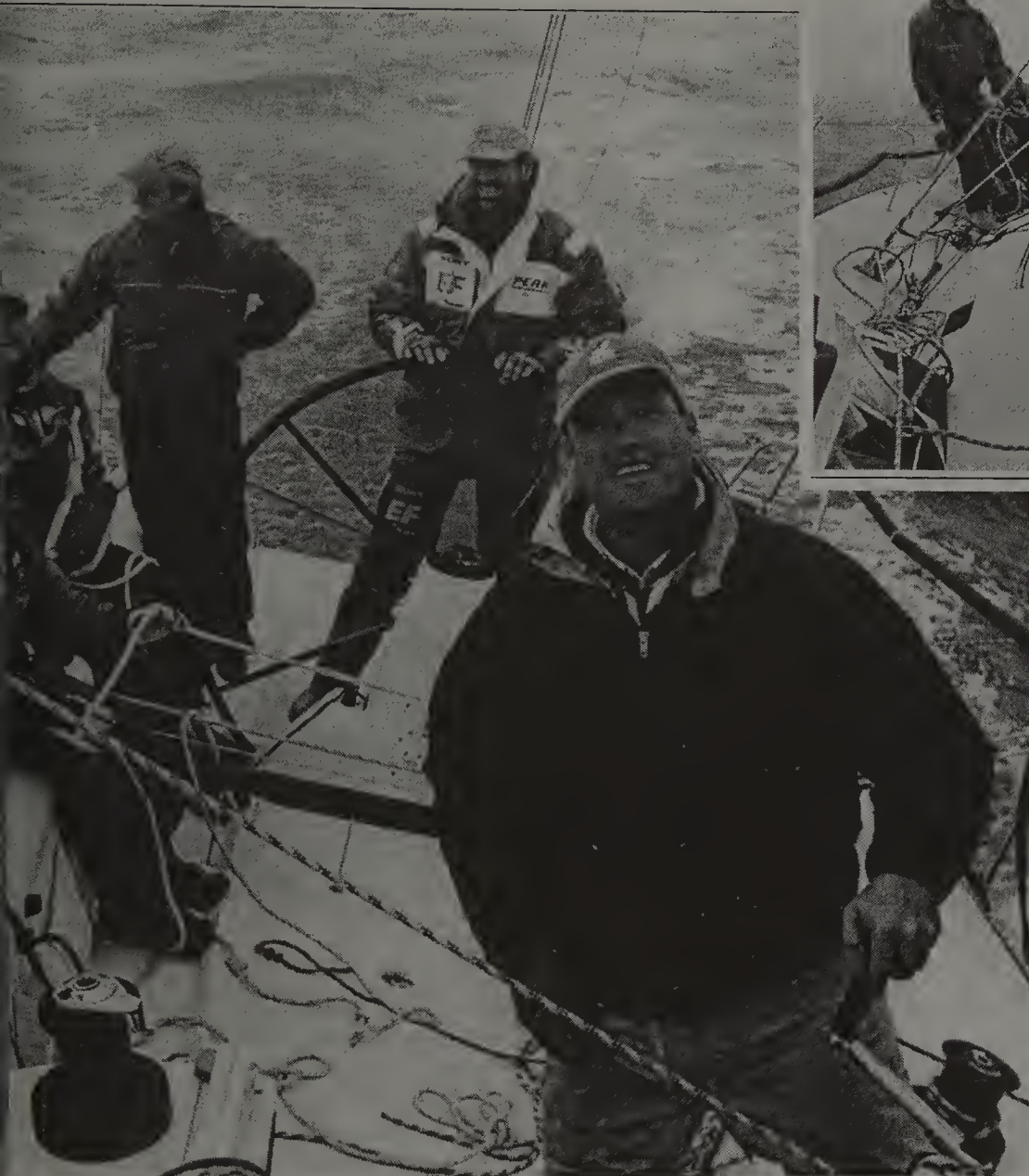


LATITUDE/ROB

On the loose: The inimitable Matt Jones is a free agent after 15 long years with the St. Francis YC.

years, as well as the thousands of racers who put up with me. It was a great run, but now it's time to move on."

Jones, who came to the St. Francis in 1983 after working at the Milwaukee YC and a stint with the USYRU Mobile Race



Rainy day ride on the new J/125, from left: Tom Leweck, Dave Ullman, Don Trask, Norman Davant, Mark Rudiger and Jeff Trask. Inset, we even managed to broach the boat a few times — but only because we were having too much fun to pay attention.



LATITUDE/ROB

go for a test drive on the new J/125 one rainy Tuesday afternoon early last month. After a nice lunch in the warmth of the St. Francis YC's upstairs dining room, eight of us bravely donned our foulies and headed down to the dock to rig up *Javelin*, Pat Nolan's red J/125. Soon we were zipping across the misty Bay, the only sailboat crazy enough to venture out on such an atrocious day.

On board were our hosts, J/Boat dealers Don and Jeff Trask, Abelardo Meda (who brought the boat over from Alameda), visiting dignitaries Dave Ullman and Tom Leweck, and local sailors Mark Rudiger, Norman Davant and us. It was blowing about 12 knots from the south, with occasional puffs higher — just enough breeze to put the 8,350-pound, 41-foot sprit-poler through her paces.

With 4,646 pounds of lead hanging off an eight-foot foil, the skinny (10.6 feet) boat isn't as tippy as it looks — in fact, upwind she sails a lot like a Farr 40 or any other modern boat in this size range. Unlike the current crop of 40-footers, however, J/Boats has outfitted the fractionally-rigged 125 with overlapping headsails, checkstays and a hydraulic standing backstay.

Everyone observed that the helm on *Javelin* was suspiciously neutral — in fact, it's almost nonexistent — for going upwind. Perhaps the problem was that we were often underpowered with a #3 up, basically too cold and lazy to switch up to the #1 genoá. "We considered raking the mast back further to induce more helm, but the boat seems plenty fast the way it is," explained regular crewmember Davant.

Downwind, the boat comes alive — a real giggle machine! With its huge mast-head asymmetrical kite, the boat planes in the puffs like a huge Melges 24. With its fingertip steering ("Turning the huge wheel takes a bit less strength than dialing an old fashioned telephone," observed

straight year of growth for our series — we had 77 boats in 1995, 98 in '96, 107 last year, and we've already topped that. Come join us!"

DIV. I (0-64) — 1) **JackRabbit**, N/M 39, Dave & Jackie Liggett; 2) **Mr. McGoo**, J/120, Steve Madeira; 3) **Cha Ching**, BH 41, Scooter Simmons; 4) **Peregrine**, Mumm 30, David Thomson/Mark Rudiger; 5) **Rosebud**, SC 52, Roger Sturgeon. (9 boats)

DIV. II (65-99) — 1) **Yucca**, 8-Meter, Hank Eason; 2) **Navigator**, Soverel 33, The Melbostads; 3) **Kiri**, J/35, Bob George; 4) **Two Scoops**, Express 34, Longaker/Goodwin. (9 boats)

DIV. III (100-152) — 1) **Uno**, WylieCat 30, Steve Wanner; 2) **El Raton**, Express 27, Ray Lotto. (5 boats)

DIV. IV (153-197) — 1) **Undine**, IOD, Adam Wheeler; 2) **Roadhouse Blues**, Hawkfarm, Torben Bentsen; 3) **Lelo Too**, Tartan 30, Emile Carles. (7 boats)

DIV. V (197-up) — 1) **Crazy Jane**, Thunderbird, Doug Carroll; 2) **Shazam!**, Santana 22, Bud

Sandkulla. (4 boats)

11:METRE — 1) **Smint**, James Glockner. (3 boats)

EXPRESS 37 — 1) **Spindrift V**, Larry & Lynn Wright; 2) **Re-Quest**, Glenn Isaacson. (4 boats)

J/105 — 1) **Speedwell**, Tom Thayer/Dick Watts; 2) **Walloping Swede**, Tom Kassberg; 3) **Limelight**, Harry Blake; 4) **Advantage 3**, Pat & Will Benedict. (8 boats)

SANTANA 35 — 1) **Spirit of Elvis**, Martin Cunningham/Lewis Lanier. (3 boats)

CAL 29 — 1) **Thumbs Up**, Ivan Orgee. (1 boat)

KNARR — 1) **Lord Nelson**, John Jenkins; 2) **Adelante**, Gran Settlemier; 3) **Penelope**, Devlin/Griffith/Morgan. (6 boats)

FOLKBOAT — 1) **Freya**, Ed Wesley; 2) **Honey**, James Fraser. (4 boats)

BEAR — 1) **Chance**, Treser/Wattersten. (1 boat)

Another Day at the Office

We don't normally do boat reviews, but we couldn't pass up the opportunity to

THE RACING

Leweck, who has lived long enough to remember such things), the boat is totally easy to sail, even when on the edge. All aboard agreed that it would be a wet but fun ride in a downhill ocean race, though hopefully a short one — the interior gives new meaning to the term 'stripped-out'. "At least you'd get there in a hurry," figured Ullman. "And when you're asleep in your berth, who cares what the inside is like?"

The boat currently rates -9 in the Bay Area, comparable to a Farr 40 (+6) and *Red Hornet* (-12). In a downwind race, especially if there is any windy reaching, we figure the boat will be untouchable. But if the race course is dead downwind, the 125 will obviously have to sail more distance due to its asymmetrical set-up. Not to detract from *Javelin's* win in the recent Big Boat Series (a four-boat mismatch sailed under best-guess PHRF ratings), but the first real test of these boats on the West Coast will be in February's Marina del Rey to Puerto Vallarta Race. New owner Dick Roberts of San Diego will drag his yellow 125 straight from Key West Race Week for that event on a specially-built trailer (the bulb keel comes off and the boat rotates on its side to conform with the legal road width limit of 8.5 feet).

On the downside, this is frankly a tiny 41-footer with no hint of a cruising after-life, no one design class yet (read: PHRF), and a \$300,000 sailaway price tag. But that hasn't stopped J/Boats from taking 20 orders in the design's first year, including ones from Jim Scurlock of Seattle, Dick Farris of Lake Tahoe, and another to-be-announced client in Southern California. Farris will take delivery of his 125 in Alameda at the end of January and keep the boat on the Bay until summer.

An innovative design, the J/125 isn't for everyone. But if you have the 'need for speed' and some spare change (spend it now, before the stock market crashes again!), check out this fun new boat. It's a blast to sail, even in the rain.

the artificially early 11 a.m. starting time. Still, 117 boats stuck it out at 'X' on the Berkeley Circle, waiting for the start of the four-race series.

"We think they stayed because they had to — you couldn't see your way home!" said race chairwoman-for-life Bobbi Tosse. "Realistically, there were more than 117 boats out there at one point. No doubt, some people eventually bagged it — but we really couldn't tell anything from the committee boat."

Finally at 2:20 p.m., the first of twelve classes was sent on an abbreviated 4.8-mile course using 'E' as the upwind mark. The quick lap was barely long enough to accommodate everyone — only 13 seconds separated the last start and the first finisher! Contributing to the density of boats around 'X' were two tenders which were parked, according to Bobbi, "basically in the way." She suggests using the 'long term parking lot' (i.e., at least half a mile from 'X') in the future, saving the close-in parking for customers.

Noteworthy finishes on Saturday were turned in by Dave Hodges and Gene Ryley, who sailed their Express 27 *Flying Circus* to a two-minute victory over 23 sisterships, easily the biggest and toughest class. *Nixon Was Cool* topped the 15-boat J/24 class, while the Lake Tahoe-based Olson 29 *Cisco* won the Olson 30 'one design' class. Another Tahoe boat, *Arch Angel*, had the distinction of winning the 6-boat Antrim 27 class, the second one design gathering in the history of this growing fleet.

Sunday's 'junior varsity' racing, attended by 43 boats, was a little shaky, too. After a slight postponement to reset 'F', the racing got underway. By the time the seventh and final division had started, the wind had shifted 270 degrees and then shut down completely. "It wasn't a pretty picture," conceded Tosse, who proceeded



"Welcome to the midwinters," shrugged Tosse.

SATURDAY, NOV. 14:

DIV. A (0-144) — 1) **Bloodvessel**, B-25, Margaret Gokey; 2) **Absolute 88**, Wylie 37, Keith MacBeth; 3) **Advantage 3**, J/105, Pat Benedict; 4) **Zilla**, B-25, Brent Draney. (10 boats)

SF 30-FOOTERS (126-141) — 1) **Redux**, Olson 911-S, Nick Barnhill; 2) **Ixxis**, Olson 911-S, Ed Durbin; 3) **Takeoff**, Laser 28, The Byrnes. (7 boats)

DIV. B (147-168) — 1) **El Gavilan**, Hawkfarm, Nick Nash; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Bewitched**, Merit 25, Laraine Salmon. (7 boats)

DIV. C (171-up) — 1) **Chaos**, Ranger 23, Tim Stapleton; 2) **Lelo Too**, Tartan 30, Emile Carles; 3) **Freyja**, Catalina 27, Frank Van Kirk; 4) **Latin Lass**, Catalina 27, Bill Chapman. (11 boats)

ANTRIM 27 — 1) **Arch Angel**, Bryce Griffith; 2) **Always Friday**, John Liebenberg; 3) **Cascade**, Steve Rienhart. (6 boats)

MELGES 24 — 1) **SUV**, David Wadbrook; 2) **Dynamo Humm**, Jeff Littfin; 3) **Sea Monster**, John Oldham. (7 boats)

OLSON 30 — 1) **Cisco**, Gary Redelberger; 2) **Lurker**, Martson/Ketchum; 3) **White Knuckles**, Dan Benjamin; 4) **Neuromancel**, Dean Daniels; 5) **Saint Anne**, Bruce Heckman; 6) **Hoot**, Andy Macfie. (13 boats)

J/29 — 1) **Wave Dancer**, Richard Leevey. (3 boats)

EXPRESS 27 — 1) **Flying Circus**, Gene Ryley/Dave Hodges; 2) **Swamp Donkey**, Scott Sellers; 3) **Mad House**, Michael DeVries; 4) **Mirage**, Terry Cobb; 5) **Shenanigans**, Nick Gibbens; 6) **Baffett**, Baffico/Baskett; 7) **Cotton Candy**, Ralph Morgan; 8) **El Raton**, Ray Lotto; 9) **Frog in French**, Kame Richards; 10) **New Wave**, Buzz Blackett. (24 boats)

MOORE 24 — 1) **Blew**, David Wike; 2) **Free Fall**,

BOBBI TOSSE

BYC/MYCO Midwinters

The Berkeley/Metropolitan YC Midwinters got off to a painful start on Saturday, November 14. Zero wind coupled with pea soup fog resulted in a 3 hour, 20 minute postponement — and, we suspect, the inevitable round of complaints about

The action at 'XOC' around 11 a.m. on Saturday, November 14. The fog lifted later in the day.

down to the so-called leeward mark and shortened the course to 7.8 miles. Most crews spent about three hours completing the race, much of the time sitting on the leeward rail.



Can you find the subliminal message buried in this picture? Hint — 25 shopping days left.

Fred Cox; 3) **Moorigami**, John Siegel. (7 boats)
J/24 — 1) **Nixon Was Cool**, David Wiard; 2) **Evolution**, Dennis Holt; 3) **Wonder Woman**, Tom Kennelly; 4) **Downtown Uproar**, Wayne Clough; 5) **Vincitore**, Edward Martin; 6) **Jam Jam**, Neal Ruxton; 7) **Fred**, John Todd. (15 boats)
NEWPORT 30 — 1) **Topgallant**, Frank Hinman; 2) **Zarpa**, George Gurrola. (5 boats)

SUNDAY, NOV. 15:

DIV. I (0-90) — 1) **Sea Monster**, Melges 24, John Oldham; 2) **Always Friday**, Antrim 27, John Liebenberg; 3) **Light Brigade**, Melges 24, Warren Davidson. (6 boats)

DIV. II (93-147) — 1) **Family Hour**, Olson 30, Bilafer Family; 2) **Big Dog**, SC 27, Michael Bruington. (4 boats)

DIV. III (150-168) — 1) **Free Fall**, Moore 24, Fred Cox; 2) **Blew**, Moore 24, David Wike; 3) **Chesapeake**, Merit 25, Jim Fair. (7 boats)

DIV. IV (171-up) — 1) **Talisman Banana**, J/22, Gary Albright; 2) **Antares**, Isl. 30 Mk. II, Larry Telford; 3) **Freyja**, Catalina 27, Frank Van Kirk. (7 boats)

OLSON 30 — 1) **Hoot**, Andy Macfie; 2) **Run Wild**, Dale Irving; 3) **Lurker**, Martson/Ketchum. (8 boats)

WABBIT — 1) **Kwazy**, Colin Moore; 2) **Mr. McGregor**, Kim Desenberg. (5 boats)

EXPRESS 27 — 1) **Mirage**, Terry Cobb; 2) **Surfari**, Bill Hoffman. (6 boats)

Alameda YC Midwinters

Twenty-one boats showed up for Alameda YC's first midwinter race on November 8 despite inclement weather. "It was dumping down rain at noon, just like last

year," noted race chairwoman ML Higgins. "We lost some boats because of it, but ironically, by the 1 p.m. start, it had turned into a pretty nice day."

Among the 'weinies' who sat it out were Chris Corlett and Jim Warfield, both of whom assembled their 5.5 crews and then elected to watch the light air race from the yacht club bar. Meanwhile, the fleet got in a single 3.5-mile lap up and down the Estuary, and had their boats put away before the next storm rolled through.

SPINNAKER — 1) **Tail Chaser**, Moore 24, Emily & Bob Hogin; 2) **Quickie**, Capri 25, Will & Jack Matievich; 3) (tie) **Mirage**, Black Soo, Ben Mewes, and **Ala-K-Zam**, Olson 25, Ralph Kirberg; 5) **Popeye & I**, Moore 24, Jeff Brousseau. (12 boats)

COLUMBIA 5.5 — 1) **Drummer**, Warren Sankey/Alan Weaver; 2) **Wings**, Mike Jackson; 3) **Demi-Onze**, Mike Rettie. (6 boats)

NON-SPINNAKER — 1) **Dancing Girl**, Catalina 27, Steve 'Jolly' Curtis; 2) **Crinan**, C&C 30, Don Blood. (3 boats)

Sausalito YC Midwinters

Two dozen boats turned out for the first race of Sausalito YC's midwinter series, held in light air on the gray day of November 8. Primarily an event for clubmembers, the low-key race was cut short after one 4.4-mile lap (Little Harding/Yellow Bluff/Pt. Blunt) due to threatening weather and in order to get everyone back to the clubhouse for the concurrently scheduled SYC annual meeting.

"Fortunately, many of our new board members are active racers, so similar conflicts will be avoided next year," noted race chairman Frank Drouillard.

DIV. I (big spinnaker) — 1) **Power Play**, J/29, Gordon Smith; 2) **Jose Cuervo**, J/105, Sam Hock. (4 boats)

DIV. II (little spinnaker) — 1) **Umpqua**, Moore 24, Jim Plumley; 2) **Lysistrata**, Excalibur 26, Jeff Hutter. (5 boats)

DIV. III (big non-spinnaker) — 1) **Bacarat**, Peterson 34, Dave Reed; 2) **Sally Ann**, Express 37, Mike Franchetti; 3) **Tiller the Hun**, Tartan Ten, Bob Marotta. (6 boats)

DIV. IV (medium non-spinnaker) — 1) **Ambrielle**, Ericson 35, Tim Prouty; 2) **Roeboat**, Catalina 30, Rod Decker. (3 boats)

DIV. V (little non-spinnaker) — 1) **P-Trap**, Cal 20, Gerry Gorski; 2) **Fledgling**, Golden Gate, Michael Bonner; 3) **Inshallah**, Santana 22, Shirley Bates. (6 boats)

Championship Round-Up

At least two national championships and two world championships occurred around the country last month. Though they may not be of much relevance to local sailors, we decided to include them anyway — they're prestigious regattas and, besides, we had to fill these pages somehow.

EUROPE NATIONALS (Santa Cruz YC: Oct. 24-25):

1) Hannah Swett, NYYC, 8 points; 2) Meg Gaillard, American YC, 9; 3) Amanda Clark, Shelter Island YC, 13; 4) Danielle Soriano, Island Hts YC, 13; 5) Danielle Brennan Myrdal, Centerport YC, 14; 6) Krysia Pohl, StFYC, 20; 7) Samantha Barnes, StFYC, 25; 8) Lynn Olinger, StFYC, 25; 9) Sharon Alexander, RYC, 27; 10) Erica Mattson, StFYC, 29. (18 boats; 3 races)

1D-35 NATIONALS (Annapolis YC: late October):

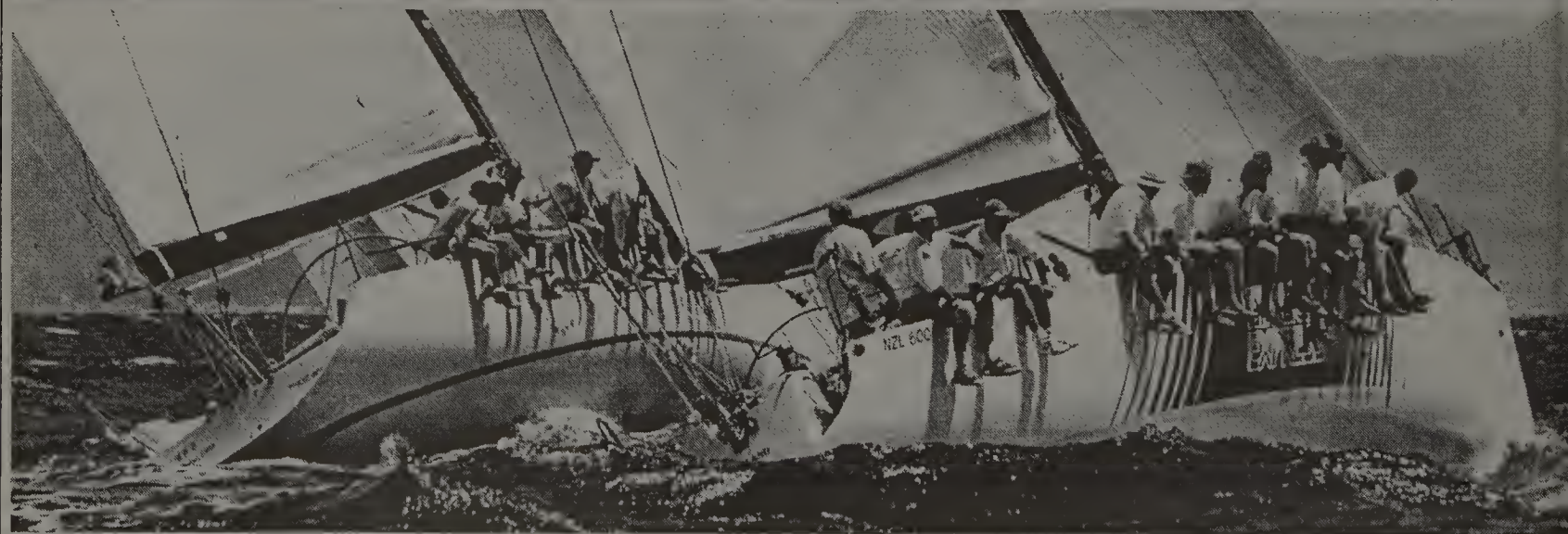
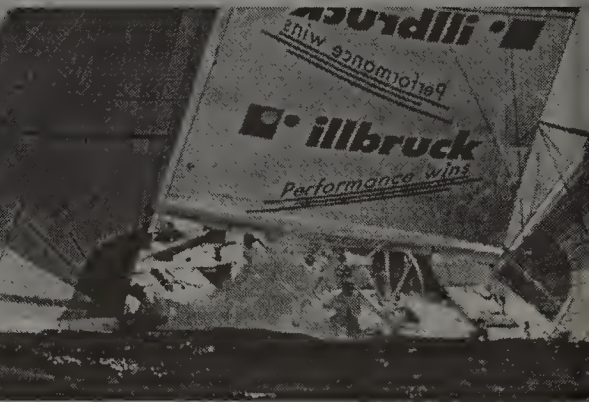
1) **roXanne**, Kip Meadows/Terry Hutchinson, Rocky Mount, NC, 13 points; 2) **Excalibur**, Roland Arthur/John Kolius, Texas, 29 points; 3) **Heartbreaker**, Robert Hughes/Dave Scott, Grand Rapids, MI, 34; 4) **Avalanche**, Sledde Shelhorse, 36; 5) **Widow Maker**, Nick & Tina Worth, 38. (12 boats; 7 races)

FARR 40 WORLDS (Miami: Nov. 10-14):

1) **Barking Mad**, Jim Richardson, 39 points; 2) **Southern Star**, John Calvert-Jones, Australia, 44; 3) **Wired**, Steve Garland/Bob Slattery, 47; 4) **Hissar**, Edgar Cato/John Kostecki, 49; 5) **Solution**, John Thomson/Tom Whidden, 59; 6) **Alliance**, Skip Purcell, 60; 7) **Gem**, Bill Ziegler/Dee Smith, 62; 8) **Samba Pa Ti**, John Kilroy, 63; 9) **Phish Food**, Alexis Michas/Terry Hutchinson, 65; 10) **Atalanti XI**, George Andreadis/Robbie Haines, 70. (19 boats; 8 races)

MUMM 30 WORLDS (Hilton Head: Nov. 17-20):

1) **Sissabella**, Luca Bassani, Monte Carlo, Monaco, 26 points; 2) **USA 48**, Ed Collins/Barry Allardice, West Dover, VT, 42; 3) **Off The Guage**, Jack LeFort/Ken Read, Stuart, FL, 47; 4) **USA 65**, Mike Dressell/Al Hobart, Shelburne, VT, 59; 5) **Menace**, Bill Dill/Dave Ullman, New Suffolk, NY, 61; 6) **Sector**, Francesco Iacono, Milan, Italy, 64; 7) **Capricorno, Jr.**, Alessandro del Bono, Milan, Italy, 64; 8) **Malinda**, Sodo Migliori, Rome, Italy, 72; 9) **Trouble**, Garland/Keyworth/Shulman, Barrington, RI, 72; 10) **Steadfast**, Fred



Sherratt, Toronto, Canada, 75. (35 boats; 6 races)

EYC Jack Frost Midwinters

Fifty-six of the 62 boats registered answered the starting guns for the first of five Jack Frost midwinter races, hosted by Encinal YC on November 21. "It was a surprisingly nice day despite the weather

forecast," reported race chairwoman Lee Bergman. "The wind filled in nicely, and we all got in before it started to rain."

In a moderate and shifty southwesterly breeze, the majority of the fleet performed a leisurely 5.9-mile double-lap around an inflatable to the east of the Treasure Island starting line, down to 'E'

on the Circle, and back around the start/finish line. Meanwhile, four classes of smaller boats did a 2.4-mile single windward-leeward using a different inflatable.

"We've straightened out the problems we had with our courses last year," noted Bergman, who encourages more boats to join the fun when the Frost fleet recon-



Some miscreant stole the battery off our photoboot, so our planned coverage of the BYC/MYCO Midwinters never happened. (Next time, please steal the whole boat!) We offer these images of last August's Kenwood Cup instead. Clockwise from upper left — 'Yume Hyotan'; 'Starlight Express'; 'Blue Chip'; 'Pinta'; 'Starlight Express' and 'Beau Geste'; and 'Starlight'. All photos 'latitude'/rob.

venes on December 19.

CLASS A-1 (non-spinnaker)— 1) **Sandman**, Beneteau 30.5, Chris Noe. (2 boats)

SANTANA 22 — 1) **London Calling**, Meg Dwyer; 2) **Dominatrix**, Heidi Schmidt. (5 boats)

CLASS B-1 (181-up) — 1) **Lyric**, Thunderbird, Jim Newport; 2) **Jubilee**, Ariel, Don Morrison; 3)

Shanghai L'il, Ranger 23, Roger England. (7 boats)
180-RATERS — 1) **Mona Too**, Catalina 30, David Halaby; 2) **Voyager**, Ranger 29, Don Pruzan; 3) **Snow Goose**, Santana 30, Ted Mattson. (7 boats)

CATALINA 34 (non-spinnaker) — 1) **Mottley**, Christopher Owen; 2) **Wind Dragon**, Dave Davis. (5 boats)

CLASS D-1 (144-179) — 1) **Bewitched**, Merit 25, Laraine Salmon; 2) **Chesapeake**, Merit 25, Jim Fair.

THE RACING

(4 boats)

HAWKFARM — 1) **Roadhouse Blues**, Torben Bertsen; 2) **El Gavilan**, Nick Nash. (5 boats)

CLASS E-1 (93-143) — 1) **Stop Making Sense**, Sovereil 33, Dean Briggs; 2) **Silkye**, WylieCat 30, Steve Seal; 3) **Bloom County**, Mancebo 31, The Ondrys; 4) **Enigma**, Capo 30 mod., Bob Holtman. (9 boats)

CLASS F-1 (0-92) — 1) **Jabiru**, J/35, Bill West; 2) **Friday Harbor**, J/35, Ryle Radke. (4 boats)

SPORTBOATS — 1) **Cascade**, Antrim 27, Steve Reinhart; 2) **Smokin'**, Melges 24, Kevin Clark/Mike Rettie; 3) **Passione**, J/92, Walt Marti. (7 boats)

MULTIHULL — 1) **Pegasus**, F-27, Andrew Pitcairn. (2 boats)

Santa Cruz YC Midwinters

"You couldn't have asked for a better day," said participant G.W. Griggs of Santa Cruz YC's first midwinter regatta on November 21. "It was sunny, the seas were flat, and it blew between 5-15 knots from the southwest — just gorgeous!"

Twenty-nine boats enjoyed two quick races, using #1s for the first race and switching to #3s as the wind increased for the second race. Getting off the line with clear air was the key to success — easier said than done with all boats starting together.

All but six of the 29 boats competing that afternoon were Olson 30s, SC 27s or Moore 24s — and, as G.W. pointed out, all but one of the boats (*Details*, an Andrews 30) was built in Santa Cruz. We have no idea what to make of this, but thought it was mildly interesting.

CREWED — 1) **Stray Cat**, Olson 30, Pepe Parsons, 4 points; 2) **Bruzer**, Moore 24, Gary Tracey, 6; 3) **Special Ed**, Wilderness 30, Eric Sultan, 8; 4) **Sum-**

18; 3) **War Stories**, Royce Fletcher, 27; 4) **Moonchild**, Olson 25, Jim Crowley, 29. (9 boats)

San Francisco YC Fall Series

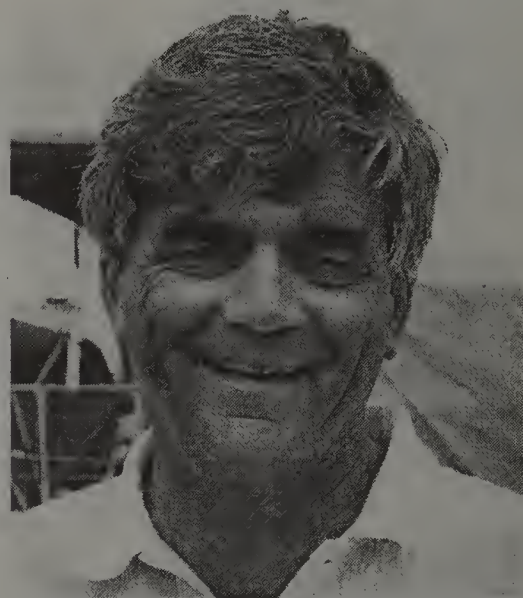
A grim weather forecast and proximity to the holidays didn't keep 35 boats from competing in the first of two weekends in the San Francisco YC's Fall Series. It never did rain on the racers, but the winds stayed light — in fact, only 12 boats finished Sunday's tiny 2.4-mile race before the time limit expired. At least Saturday's 6.4-miler, a triple windward/leeward using inflatables on the Southampton course, was a more meaningful contest.

Despite taking a recent 3-second a mile rating hit, Walt Logan's Farr 40 **Blue Chip** emerged comfortably on top of the big boat fleet after the weekend. The series concludes with two more races on December 19-20, dates which SFYC race official Anne McCormack readily concedes are painfully close to Christmas. "This won't happen next year!" she vowed.

DIV. I (under 100) — 1) **Blue Chip**, Farr 40, Walt Logan, 5 points; 2) **Javelin**, J/125, Pat Nolan, 10; 3) **Run Wild**, Olson 30, Dale Irving, 12; 4) **Razzberries**, Olson 34, Bruce & Lina Nesbit, 15; 5) **China Cloud**, J/40, Leigh Brite/Cliff Wilson, 19; 6) **Limelight**, J/105, Harry Blake, 20; 7) **#176**, Melges 24, Philip Lawson, 20. (14 boats)

DIV. II (101-135) — 1) **Outta Sight**, Laser 28, Mike Anderson, 2 points. (2 boats)

DIV. III (135-up) — 1) **Another White Boat**, J/



LATITUDE/ROB

Why are these men smiling? Rod Johnstone is happy because his 105 and 120 are doing well.

2) #7761, Frank Ternullo, 8. (5 boats)

Race Notes

Tahiti tidbits: The second **Tahiti Cup** is only six months away, with new starting dates of May 8 (from San Francisco) and May 15 (from Hawaii). So far there are just two boats committed to doing the race, Bill Siegel's red SC 52 **Vitesse** and Dave Nottage's Hawaii-based J/44 **Kaimiloa III**. Race officials report "about 10 maybes" at the moment — contrary to what was printed in last month's issue, the jumbo multihull **Explorer** isn't among them. To learn more about the upcoming race, check out their website, which is easily accessed as a link off www.yra.org.

Sale boats of the month: Corinthian YC member Rich Korman recently sold his accident-damaged Moore 24 **Topper** to Alameda's Bren Meyer, who plans to race it in shorthanded events next season. Korman, in turn, has purchased another Moore 24, hull #128 from Colorado. . . Ken Grayson, a Petaluma rigger and boat repairer, just picked up another accident victim, Gary Kneeland's season-winning Ranger 23 **Impossible**. The veteran mid-gut boat was clobbered by a port-tacker near the end of the summer, and had been donated to the Sea Scouts. . . Ocean racers Don and Betty Lessley have bought a second boat, the Santana 22 **Sea Scape**. Next summer, they'll use the boat as a "mobile home," trailering it up and down the coast in search of new sailing venues.

The 1977 custom Wylie 40 **Lois Lane** has been bought by Jeff Pearson, whose previous toys have included the Express 27 **Sweet Pea** and the Farr 33 **Slipstream**. Pearson intends to finish off the interior of **Lois** and use her primarily for cruising. . . Jeff Wilcox of Alamo has moved up from a J/24 to the well-travelled Islander



LATITUDE ARCHIVES

meritime, Moore 24 prototype, Bassano/Wirtanen, 9; 5) **Dos Busters**, Antrim 27, Mindy & Gary Evans, 17; 6) **Bullet**, Olson 30, Mike Gross, 18; 7) **Hanalei Express**, SC 27, Rob Schuyler, 18; 8) **Cadenza**, Moore 24, Bruce Donald, 19; 9) **Flying Squirrel**, SC 33, Jack Gordon, 20; 10) **Variety Show**, SC 27, Barry Whittall, 26. (20 boats)

DOUBLEHANDED — 1) **Adios**, Moore 24, Ian Klitza, 17 points; 2) **Wildfire**, Moore 24, Tom Conerly,

Don't forget to check out **Sail-A-Small-Boat Day** at Richmond YC on Saturday, December 5.

24, George Peck, 5 points; 2) **Perpetual Motion**, Cal 31, Noble Brown, 6; 3) **Chorus**, Kettenburg 38, Peter English, 6. (7 boats)

11:METRE — 1) **Piper Jaffray**, Tim Duffy, 7 points; 2) **Smint**, Carissa Harris, 8. (5 boats)

HOBIE 18 — 1) #9161, Mike Montague, 7 points;



JOYCE ANDERSEN

Morgan Larson was just named one of the USOC sailing athletes of the year.

36 Juggernaut. . . SoCal's John DeLaura, former owner of the SC 70 *Silver Bullet* and current owner of a cruising SC 52, recently added a **Farr 40** to his collection. Rumors are flying that David Thomson, who currently campaigns the Mumm 30 *Peregrine*, may be the next Californian to spring for a Farr 40. Is the ball finally rolling for a West Coast grand prix one design class?

Train keeps a'rolling: The **local J/105 fleet** continues to grow at an irrationally exuberant pace, with at least four new additions last month: StFYC member and former 11:Metre campaigner Kris Jacobs just imported **Ronin**, a maroon-hulled 105 from the Great Lakes, while fellow clubmember Rob Cooper recently upgraded from a J/24 to **Hijinx**, a Rhode Island 105 which won the Nationals last year. That boat will sail at Key West Race Week (eleven J/105s are currently 'confirmed' in their debut there) before being delivered to the Bay. Meanwhile, perennial Ranger 23 and SSS singlehanded winner Gary Kneeland has just bought **Jest**, while former *Limelight* regular Bill Hoehler is in the process of purchasing Dave Tambellini's **Bella Rosa**. Tambellini, meanwhile, just bought a new *Bella Rosa* — hull #128, which had been warehoused in Mexico. The local fleet is now up to at least 31 boats.

"It's unbelievable!" said J/Boat dealer **Chris Corlett**. "I've never seen anything like this 105 thing. Usually fleets peak by now, but this one is getting stronger every month." A similar phenomenon is occurring with **J/120s** down in Southern California. The **'Two Jeffs'** — Jeff Trask and sidekick Jeff Brown — have sold five 120s lately. New owners include Chuck Nichols (SDYC), Chuck Pyle (SDYC), Dave Nowlan (SDYC), Chuck



LATITUDE/ROB

Peter Gilmour retained his position on top of the world match racing circuit.

Rosenblum (Bahia Corinthian YC) and Bill Johnson (Newport Harbor YC). The SoCal fleet is up to 23 boats now, and everyone is eagerly anticipating the 120 Nationals in mid-July at Alamitos Bay YC.

Random race results: Eighteen tippy, little Jesters competed in the six-race **Kett Castle Regatta** in Watsonville in late October. The winners were Chris Watts (lightweight), Gary Tracey (heavyweight) and Katy Minnehan (woman). . . The **Cal 40s** held their annual Nationals at Los Angeles YC on October 24-25. Only four boats attended, with James Eddy's *Callisto* coming out on top in the three-race series. Jack Woodhull, whose *Persephone* has won the last eight Nationals, was unable to sail. . . Syd Moore and Glenn Viguers won the 1998 Santa Cruz YC Doublehanded Series (3 races, 17 boats) in Syd's Moore 24 **Nobody's Girl**.

Civil War, Part III: The North (PICYA) skunked the South (YRUSC) again in the relatively new **California Match Race Challenge** on November 7-8, sailed in borrowed B-32s out of Cabrillo Beach YC (San Pedro). **Jeff Madrigali** and his talented crew (Craig Healy, Billy Erkelens, Shawn Bennett, Kim Desenberg) dominated Scott Dickson and his Southerners, 4-0. This was the third edition of this fun North-South rivalry — in its '96 debut, the South (Dave Ullman) narrowly beat the North (Craig Healy) in Catalina 37s; in '97, the North (Melissa Purdy) topped the South (Mark Reardon).

Kudos: Sailing's US Olympic Committee Athletes of the Year were announced last month. **Morgan Larson** (Capitola) and crew Kevin Hall (Ventura) were named Team of the Year for their outstanding year in 49ers, while Laser sailor

John Myrdal (Kailua, HI) was named Male Athlete, and Europe campaigner Meg Gaillard (Pelham, NY) was the Female Athlete. . . Reigning Flying Scot champ Kelly Gough (Coppell, TX) won the US Sailing **Champion of Champions Regatta**, held in mid-October in Arkansas. The racing was held in Flying Scots, which may have worked in Gough's favor. Mystery guest Dave Dellenbaugh was runner-up in the 16-boat fleet. . . Andrew Lewis of Hawaii won the ISSA National High School Singlehanded Sailing Championship (**Cressy Trophy**) on Galveston Bay, beating 30 other hot juniors in Laser Radials.

Celebrating excellence: **Arthur 'Tuna' Wullschleger** (Ft. Lauderdale) was presented the Nathanael G. Herreshoff Trophy at the recent US Sailing annual meeting in Seattle. Wullschleger earned the award, considered US Sailing's highest honor, for a lifetime of sailing (including 25 SORCs), race management, and service as an international juror (more than 250 events!). . . The ubiquitous **Gary Jobson** took home US Sailing's Prosser Award for outstanding contributions to sailing education as an author (11 books), editor (he recently quit *Yachting* and joined *Sailing World/Cruising World*), TV commentator (700 shows and 38 videos), coach and all-around sailing ambassador. . . **Cedar Point YC** (Westport, Conn.) received the St. Petersburg YC Trophy for race management excellence, based on running the Hinman Trophy (team racing in Vanguard 15s).

Strike 'two! Tiburon YC's **Red Rock Regatta** on October 31 was a bust for the second year in a row, as only four boats out of 36 starters managed to finish due to light air and a killer ebb. Finishers and *de facto* winners were: Spinnaker — 1) *Limelight*, J/105, Harry Blake; 2) *Saber-tooth*, J/105, Mike Egan. . . Non-spinnaker — 1) *On the Edge*, C&C 33 Mk. II, Fred Conta. . . J/29 — 1) 5150, Hans Bigall. "At least that evening's Halloween party was big fun!" reported our spies.

On a roll: Aussie **Peter Gilmour** and his all-Japanese squad defended their title at the **Nippon Cup '98/ISAF World Championship of Match Racing** in Hayama, Japan, last month. "This is a big step for our America's Cup challenge," said Gilmour, who was \$29,753 richer after the event. Bertrand Pace (FRA) was second, young Gavin Brady (NZL) third and Marckus Wieser (GER) fourth. Ten of the top twelve match racers in the world were in attendance. The latest ranking, released on November 19, are: 1) Peter Gilmour (JPN); 2) Chris Law (GBR); 3) Peter Holmberg (ISV); 4) Gavin Brady (NZL); 5)

THE RACING SHEET

Bertrand Pace (FRA); 6) Markus Wieser (GER); 7) Jochen Schumann (GER); 8) Sten Mohr (DEN); 9) Jesper Bank (DEN); 10) Luc Pillot (FRA).

"Sled director fired": So said the headline in the latest issue of *Sledding*, the newsletter of the ULDB 70 class. The accompanying article explained, "In an unprecedented move, Jane Watkins, Executive Director of the **ULDB 70 Association**, fired herself on November 1, 1998. Watkins served as director for the past two years. She attributes her resignation to the lack of solidarity and leadership in the class. She further stated, 'This is and always will be one of the most exciting classes in yacht racing. There are so many great people involved in this caliber of racing who I love working with and sailing with. But life is like sailing, sometimes its fast, fun and exciting, and sometimes it makes you want to throw up.'"

To recap the summer, Brack Duker's SC 70 **Evolution** dropped out of the season-opening Ensenada Race with an injured crewman, but then won everything else except the Big Boat Series. They'd mathematically sewed up the season at



LATITUDE/ROB

Natural selection: Tactician Peter Isler (left) and owner/driver Brack Duker 'evolved' into the '98 ULDB 70 season champions.

that point, so the Aldo Aléssio Race was canceled. Finishing second overall for the year was *Taxi Dancer*, followed by *GI, Alchemy, Mongoose* and *Mirage*, which only sailed in the BBS. It'll be interesting to see if the sled class rallies for the upcoming TransPac, or if it will continue to slowly fade away.

Godzilla of one designs? Up until now

the 1D-48s were jokingly referred to as the world's largest one design charter boat fleet. That honor is now bestowed on the new **Maxi One Design Class**, a fleet of eight Farr 80s (formerly known as Grand Mistral and Ericsson 80s) which will sail in an eight-event championship series around Europe beginning in May. Two Swiss sailors are behind the new circuit, class president Pierre Fehlmann and billionaire Ernesto Bertarelli, who personally bought the existing five Farr 80s and has funded the completion of three more half-built boats near Marseilles. He's also provided a huge incentive for pro sailors to come play in his new league — \$740,000 (U.S.) in prize money. Going for that huge jackpot isn't cheap, however — it costs a couple hundred thousand dollars to rent a boat for the circuit, and that's before springing for sails, 16 to 20 crew, running rigging and insurance. Apparently, some of the teams interested in doing the next Volvo Race (ex-Whibread) are planning to use the circuit as a training vehicle. "This will be a real spectacle, a perfect sport for TV," claims Bertarelli.

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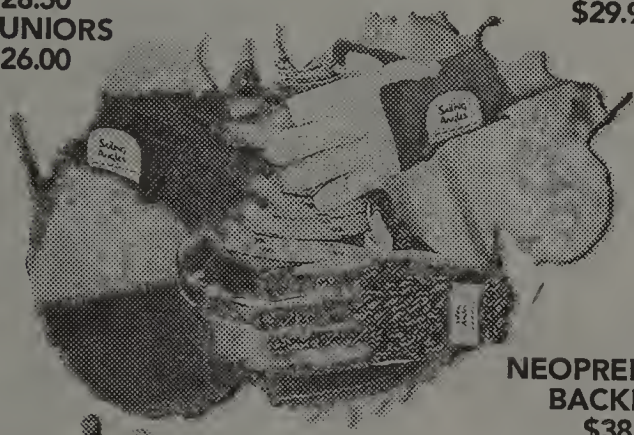
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With reports this month on **The Third Annual Cortez Cup Bareboat Regatta**, a Leeward Islands sailing charter **In Search of 'Totality'**, and miscellaneous **Charter Notes**.

Easy Racing for High Stakes in the Sea of Cortez Pre-Season

October marked the third running of the Cortez Cup, a race week made up entirely of bareboats from The Moorings' La Paz, Mexico operation. As in years past, each of the six boats entered had been chartered by teams from West Coast sailing clubs or sailing schools. The Cup's basic concept is to introduce a wide variety of Left Coast sailors to the sun-drenched waters of the Sea of Cortez, while providing a format for low-key, club-versus-club competition.

Although the fleet size remained the same as last year, the wind was more cooperative this time around. The Race Committee is also learning how to make light-air bareboat racing work. There were earlier time limits, mid-course gates for shortening courses when required, and close-in start and finish line locations. It all made for a nice balance between beach and party time and light-air sailing.

The most unusual feature of this series is the high value of the first prize compared to the very un-racy nature of the equipment. The boats are Moorings custom Beneteaus from 40 to 46 feet long, rigged for bareboat chartering in the trade

It's a mystery why more guys don't bring their ladles along to share the fun. Beth Bell's Club Nautique team was the only co-ed group.



winds. This means boats typically have a single roller furling 120; a heavy, flat main and that's it. Although these are superb charter boats which are immaculately

maintained, to call their performance "lackluster" in light air is being kind.

Nevertheless, in sailboat racing relative speed is all that matters. All six boats were very similar in design, and were accurately rated against each other via the Caribbean Yachting Association's time-on-time formula. The racing turned out to be quite close — coaxing the best downwind speed out of a collapsing jib in vanishing wind, without so much as a whisker pole, is a skill that's perhaps more relevant to cruising than to racing. These skills were put to the test, and those who were good at it were rewarded.

What helped keep each team of racers excited was the high value of the top prize: a free charter the following year, with a value of about \$5,000. Not bad for a series of four beer-can-style drifters with basic sails only.

Only one of the six boats can win, of course, but the best reason to sail the Sea of Cortez in October is to enjoy the spectacular pre-season weather. The water temperature is in the 80s, underwater visibility is 100 feet or more, and the air has cooled off to something reasonable after the scorching summer heat. So you find superb snorkeling and comfortable evenings to go with the spectacular deserted coves and beaches at every turn in the shoreline.

The Cortez Cup is also a great format for a mixed crew of racers and cruisers. The competition was tight this year, but with such simple boats and easy sailing conditions, the demands on the crew were very mild. On the day of the annual Chili Cook-Off, for example, the off-watch had plenty of time to brainstorm their recipe long before the finish line was in sight.

The blow-by-blow went something like this: Race One, after a practice day and

Beach Party Number One at Lobos Cove, was a 15-mile light-air run up to Caleta

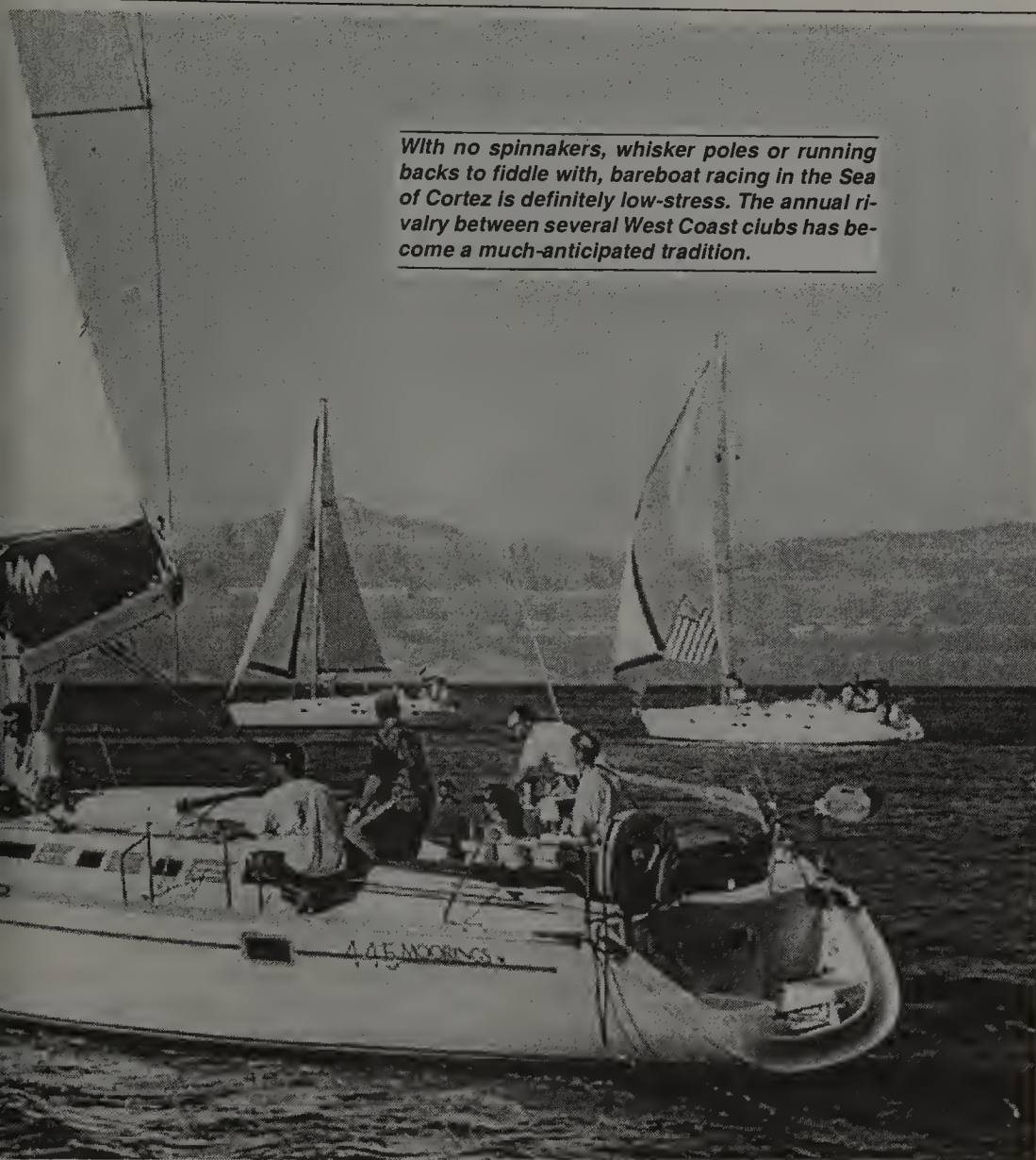


ALL PHOTOS THIS PAGE: PAUL KAMEN

Partida. The southerly Baja Trades were blowing, but at only about four knots. The race ended after only six miles at the mid-course gate, off the south tip of Isla del Esprito Santo, the first big island north of La Paz.

The San Diego team from Harbor Sailboats won handily with a time of 3:24. The rest of the fleet finished within a half hour, and all were soon anchored in Caleta Partida with plenty of daylight left to enjoy Beach Party Number Two.

That race was a good example of the 'mid-course gate variable-length race system' in action. The start was at 10:00 a.m., the gate time was 1:00 p.m., the gate time limit was 2:00 p.m., and race time limit was 3:00 p.m. This meant that if no boat was through the gate by 1:00, then the race would finish at the gate and the time limit would be 2:00. But if any boat had been able to get through the gate by 1:00, then the full course would be sailed with a time limit of 3:00. And if no boats finished the full course within that time limit, then the times at the gate would



With no spinnakers, whisker poles or running backs to fiddle with, bareboat racing in the Sea of Cortez is definitely low-stress. The annual rivalry between several West Coast clubs has become a much-anticipated tradition.

count.

This unorthodox system would have been extremely confusing to experienced racers — but the Cortez Fleet seemed to adapt well to it, and had no trouble understanding what had to be done to keep the party-to-race ratio where it belonged.

Race Two was another slow one, starting inside the cove, rounding a gate mark at Los Islotes, and then finishing off Isla San Francisco. This 22-mile course had a 5:00 p.m. limit, and there was some very slow going in the middle of the day before a light northeasterly sprang up. Bob "Diamond Bob" Diamond's team from Spinnaker Sailing Redwood City corrected out in first, with just eight minutes to spare before the time limit ran out. For the smallest boat in the fleet, time-on-time works pretty well when everything stops for a couple of hours!

Tied for first after two races were Beth Bell's team from Club Nautique, who had a pair of thirds, and Andy Spisak's team from Marina Sailing of Long Beach, with a second and a fourth. Andy was out of

first by only five seconds on corrected time, and spent countless hours debating the theory of relative corrected times with the race committee, all to no avail. It was his third attempt at the Cortez Cup, and, as it turned out, those five seconds would have made the difference.

The next day opened with a solid northerly, but it was time for a layday and exploration of the amazing system of lagoons at Isla San Jose to the north.

Luckily the wind held for Race Three, and we finally had a chance to see what the boats could do upwind in a breeze. The race started in the cove at Isla San Francisco, left the island to port, and went uphill to a windward mark off the south tip of Isla San Jose. The Harbor Sailboats crew took a gutsy flyer way to the left side of the course, found the big shift they were looking for and got to the top mark first. They managed to hold their lead reaching across the 20 knot northeasterly to the finish at Los Islotes. Ensenada

Grande, one of the prettiest deserted coves anywhere, was the overnight anchorage.

Harbor Sailboats now had a half point lead over the "girls' boat" from Club Nautique, 7.5 to 8. But Andy was in the hunt with 10 points, and Gary Gilpin, who also skippered a team from Marina Sailing, was tied with Diamond Bob at 12 points each. Only the "B" team from Club Nautique, with 13.5 points, was out of the running going into the last race.

The wind held for one more day, and was still northerly for the short Race Four, down to Roco Lobos. Beth held a tight positional cover on the Harbor Sailboats team, relying on their rating advantage, but skipper Tom Hirsh was eventually able to break off and finish third to Beth's fifth, clinching the series for Harbor Sailboats with 10.5 points and leaving Club Nautique in third overall. Meanwhile, Andy Spisak and his Marina Sailing team won the last race. But the final score card left them a frustrating quarter point behind Harbor Sailboats. "Five seconds!" was all Andy could say that night at the awards dinner.

This event continues to be an interesting mix of the best elements of bareboat charter cruising and easy point-to-point racing. Just about the only way to improve the format would be to get more teams involved. There are about a dozen boats in The Moorings' La Paz fleet, from 38 to 51 feet and, with the event now open to private yacht clubs and other organizations, in addition to commercial schools and clubs, there's no excuse for any of them to be left at the dock next year.

Time will tell how much promotional effort is needed to really put the Cortez Cup on the map. There is some talk of opening the event to other non-Moorings boats in the area, although it's unlikely

1998 Cortez Cup Final Results

TEAM	RACE 1	2	3	4	Total
1 Harbor Sailboats San Diego	3/4	6	3/4	3	10.5
2 Marina Sailing Club .. Long Beach	4	2	4	3/4	10.75
3 Club Nautique Alameda	3	3	2	5	13
4 Spinnaker Sailing Redwood City	2	5	5	2	14
5 Club Nautique Alameda	7	3/4	6	4	17.75
6 Marina Sailing Club .. Long Beach	5	4	3	6	18

that it will ever reach the scale of Antigua Race Week or compete with the Baja Ha-Ha.

The Sea of Cortez has always been a bit of a 'sleeper' destination for The Moorings which hasn't been aggressively marketed. Each year, however, the Cortez Cup helps spread the word, as participants return home with tales of easy sailing, sunny days and unspoiled natural anchorages. Virtually all the teams this year were repeat customers, and the new faces on the crews appeared to be word-of-mouth recruits. If you intend to be part of the action next year, book early. With three years of momentum behind it, the '99 Cortez Cup it's likely to be a sellout.

— paul kamen

In Search of 'Totality':

Stargazing Through the Leewards

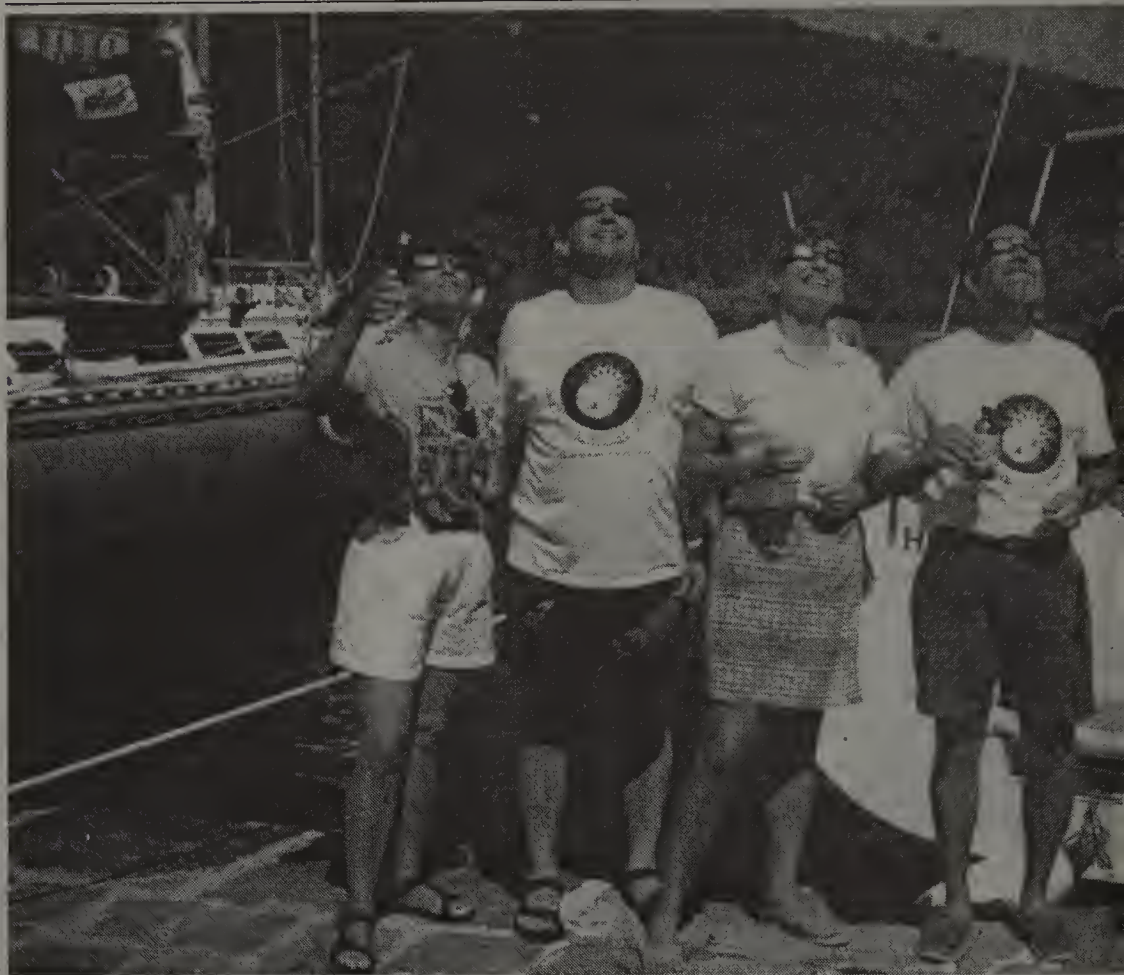
On February 26, 1998 the moon slowly slid between the sun and the earth and thousands of people in a narrow swath through the Caribbean enjoyed a total solar eclipse. Our group, consisting of Ron, Keith, and Debbie from Seattle and Diane and I from LA, decided to rendezvous with the moon's shadow in Antigua by way of a one-way bareboat charter from St. Martin to Guadeloupe.

We started at Oyster Pond, on the French side of St. Martin. The Moorings' base there is located at Captain Oliver's resort. After our morning checkout, we boarded our Moorings 445 and headed through the twisty reef pass toward St. Barts. Anse Columbier was as beautiful as Diane and I remembered from a previ-

ous visit several years earlier, and the walk around to Anse des Flamands was hot, but well worth it for the views.

Passing on Gustavia and its Cheeseburgers in Para-

disse — despite Ron's fondness for Jimmy Buffet — we decided to make our first long passage, 26 miles, to Statia. There, we anchored in Oranje Baai and early Sunday morning went ashore for an easy check-in (once we found the Police Station). The town of Oranjestad was quite picturesque and the beautiful singing from the church



SPREAD AND SUN SHOTS: TOM & DIANE FARR

added to the peaceful surroundings.

Later the same day we pressed on to St. Kitts, but halfway through the rather rough crossing, I happened to look behind us and. . . "Oh no!" That very nice RIB dinghy was gone! Since I was the one who had cleated it, I couldn't blame any of the crew, so we spent the next couple of hours in a fruitless search downwind. We even hailed a passing freighter, but they hadn't seen it either.

Having no dinghy forced us to try the new marina at St. Kitts, Port Zante, which worked out quite well. For the slip fee, which was reasonable, we got to top off our water tanks, though electricity was extra. At St. Kitts we met up with a Moorings' agent named Perci who helped us start working on how to get a new dinghy. But even better, he took us on a wonderful tour of the island. Favorite parts were the Batik factory, the hike in the rain forest, and St. Charles Fort.

After a couple of days on St. Kitts, we moved on to Nevis, where we started to see some cruise ships slowly converging on the 'path of totality'.

The next day brought one of the longest legs of the trip, a 50-mile crossing to English Harbor, Antigua. Our original plan was to anchor in Falmouth Harbor and dinghy ashore for the eclipse, but without a dinghy we changed plans and ended up moored stern-to at Nelson's

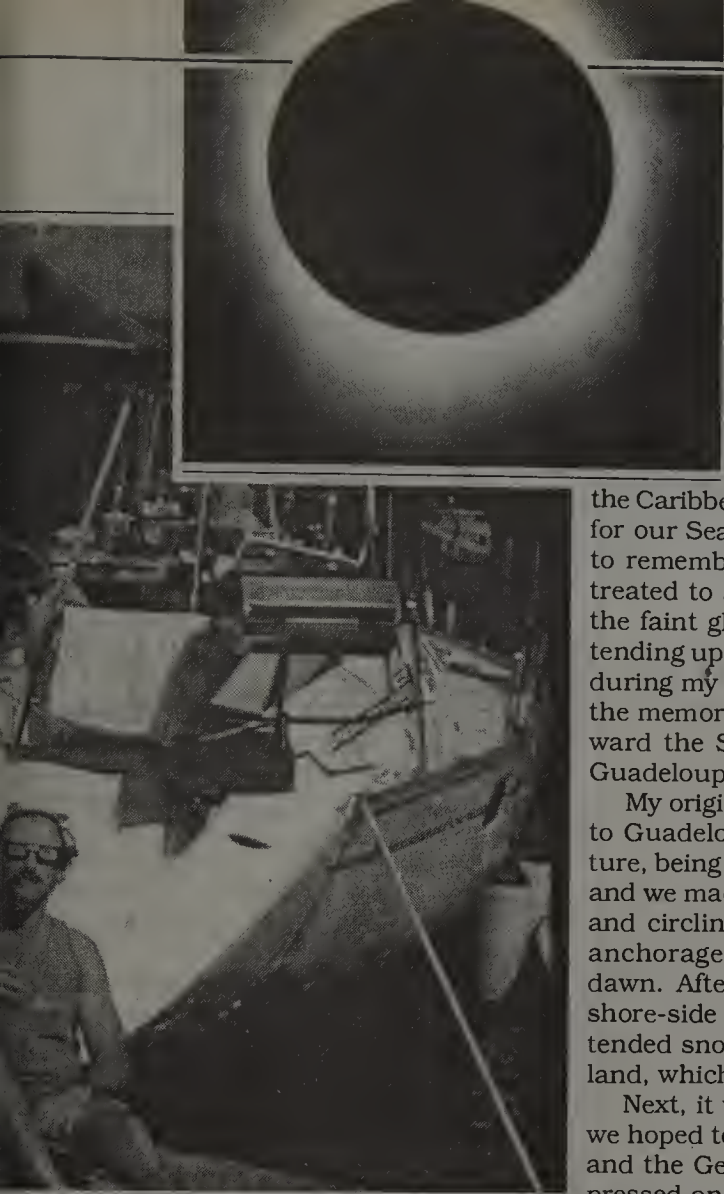
Ready to 'toast totality' at historic Nelson's Dockyard the Farrs, who'd sailed in the Leewards before, timed this trip around the eclipse.

Dockyard in English Harbor.

How glad we were that we changed plans! To stay at Nelson's Dockyard, a former British naval base commanded by Captain Horatio Nelson from 1784 to 1787, is to step back in time. We kept expecting Lord N. himself to step around one of the historic buildings! Furthermore, docking stern-to the old stone wharf allowed us to simply step off to solid ground where I set up the small telescope I'd brought.

When we walked up to Falmouth Harbor for a beer at the yacht club, we appreciated our quiet hideaway even more, as it turns out Falmouth is where the mega-yachts berth (including one rumored to have been chartered by Bill Gates and a few friends).

While we were in English Harbor, The Moorings came through in a big way for us. They arranged for Sun Yacht Charters — which has a base at English Harbor — to bring a dinghy down for us on a delivery from St. Martin. In gratitude, we toasted the French delivery crew with 'ti punch and honored their request to have the copy of *Latitude 38* we had brought along. One of our heroes has family in



when it erupted back in 1980.

For our first night sail in the Caribbean (and the first-ever night sail for our Seattle crew) it was truly a night to remember. As darkness fell, we were treated to a view of the zodiacal light — the faint glow of interplanetary dust extending up from where the sun set. Later, during my watch just before dawn, I had the memorable experience of steering toward the Southern Cross as we closed Guadeloupe. Wow!

My original plan called for the passage to Guadeloupe to take all night. So nature, being contrary, gave us perfect wind and we made 7-8 knots all night. Reefing and circling, we finally approached our anchorage at Pigeon Island just after dawn. After some rest, we enjoyed the shore-side shops and went for some extended snorkeling on the reefs at the island, which is part of a national park.

Next, it was on to Basse Terre, where we hoped to check in. But it was Sunday and the Gendarmerie was closed, so we pressed on to Les Saintes, the cluster of small islands just south of Guadeloupe. Anchoring at Pain de Sucre, we did some snorkeling along the rocks of the point, then went into town for a look around. It was as quaint as Diane and I remembered it from another trip, with narrow streets and bustling street-life in the evening.

Finally, it was time to return the boat to The Moorings at their base in Pointe-a-Pitre. Luckily, the dinghy was covered by insurance, so that didn't dampen our enthusiasm for the trip and for The Moor-

ating in a French Department. We also finally found an open immigration office and completed the entrance formalities.

We all had a couple of days in Guadeloupe, so we were able to do a little touring of the interior, which Diane and I missed the last time. There are a number of scenic hikes there, including up another volcano, La Soufriere.

All too soon, we found ourselves flying back over the same waters we had been sailing on. En route, we had an amazing view of the devastation caused by last December's major eruption of Montserrat, once again reminding us of the beauty, as well as the power, of nature.

— tom farr
pasadena

Tom & Diane — What a great trip! Not only did you get to experience 'totality', but we're happy that you took the time to stop at Statia, St. Kitts and Nevis. Although drastically undeveloped compared to their flashy neighbors, a visit to these islands yields refreshing insights into how the entire Caribbean used to be only a few decades ago. — Ed.

Charter Notes

In addition to reporting on oft-traveled sailing destinations, we take it as a personal challenge to occasionally bring our readers info on truly unusual sailing opportunities. With that in mind, why not

Talk about a 'trip of a lifetime', how about a sailing safari deep into the wilds of Africa. Forget snorkeling, here the wildlife is above sea level.

the Bay Area, and was ecstatic to have news from home and some reading material for the trip back to San Martin.

Finally, Eclipse Day! The local population was as excited as their visitors, with the government declaring a holiday! The sequence started at about 1300 and finally at about 1430 the last bit of sun disappeared, leaving the eerie, pearly twilight of totality.

A cheer went up from Shirley Heights above us as I furiously took pictures through the telescope. Many locals stopped by for a look through it, including the customs officer who had checked us in. Ron had brought the perfect music — Pink Floyd's Dark Side of the Moon wailed in the background. Having Montserrat erupting in the distance only added to the other-worldliness of it all. Finally day resumed, the crescent sun grew full again and life continued, leaving everyone with a story to tell.

We still had our longest passage yet to make: a nighttime crossing to Guadeloupe. In preparation, we headed east to Green Island in Nonsuch Bay, for an easier departure at sundown. On the way, we detoured for a while to get closer to Montserrat for some better pictures. Ironically, Keith had taken some of those famous pictures of Mount Saint Helens

KING YACHT CHARTERS



ings. Unfortunately, though, we learned from the staff that The Moorings was planning on shutting down the Guadeloupe office because of the difficulties of oper-

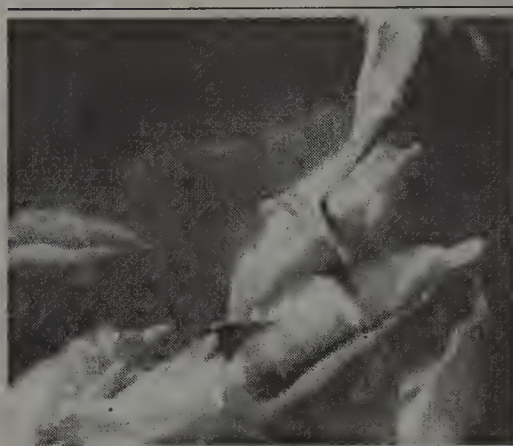
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edge of its owners, Peter and Carol King, who spent 13 years on the African continent, **King Yacht Charters**, in association with **African Portfolio**, is offering a special 14-day trip that includes four days of sailing on Lake Kariba, plus nature safaris ashore at two different locations and two nights near **Victoria Falls**. The 2,000-square-mile lake is a protected wilderness area that's home to a full range of wildlife — elephants, hippos, zebras, impalas, you name it. For info call (800) 521-7552.

If Africa seems beyond your reach — or pocketbook — fear not. You can see some incredible wildlife right here in Bay Area waters. January through March is the prime time to sail with **gray whales**, as well as **blues and humpbacks**. Since they tend not to cut corners, the best spots to intersect their migratory path are off headlands like Davenport or **Monterey's Point Pinos**. "You're almost guaranteed to see them off the Pinos from mid-January to February," says Marc Kraft of **Pacific Yachting** in Santa Cruz. His outfit stays busy renting boats to whale enthusiasts all through those mid-



COURTESY PACIFIC YACHTING / CHRIS CATT

The Monterey Marine Sanctuary is abundant with natural wildlife. During the winter months, you're likely to see whales offshore in addition to dolphins, seals and a wide variety of sea birds.

winter months.

Several of the U.S.'s biggest bareboat operators have news to share this month. First, in case you've heard rumors about changes at **Sun Yacht Charters**, let us clarify: This long-established company, which is based in Maine, has expanded on its existing joint marketing agreement with the large French firm **Stardust Yachting**. While the two companies have not fully merged into one entity, under the new partnership they will soon share a common logo, and Sun will now market

all of Stardust's bases in the **Med** and **Aegean**, including those on the **French Riviera**, in **Italy** and in **Corsica**. (Stardust is also establishing a base in **Cuba**, although Sun will not be marketing it directly to Americans.)

The Moorings, meanwhile, has announced an enticing promotion: Sign up for a sailing vacation prior to December 31, 1998 and you'll receive a free pair of **Offshore 54 binoculars from Tasco**. What a great way to snag a Christmas gift and lock in your next getaway at the same time.

On a darker note, some **Caribbean charter bases** are still reeling from the impact of Hurricanes *Georges*, while friends, families and former clients of the tall ship *Fantome's* crew are mourning their loss. The 282-ft flagship of **Windjammer Barefoot Cruises** met her tragic end trying to out-run Hurricane *Mitch* (see *Sightings*).

In the wake of *Mitch*, boats and infrastructure in the **BVI** and in most areas of the **Leeward** and **Windward Antilles** are reportedly back to normal, while **Puerto Rico** is rebuilding after major devastation.



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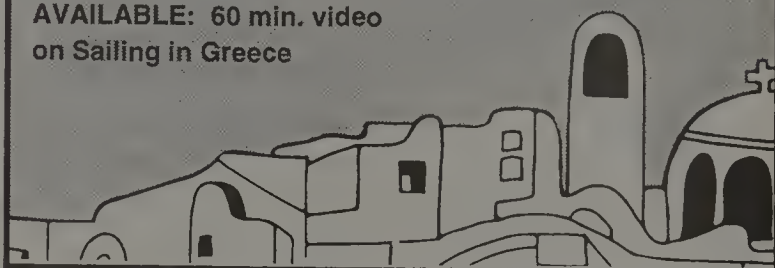
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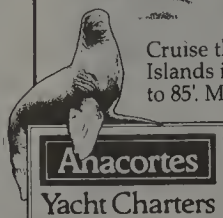
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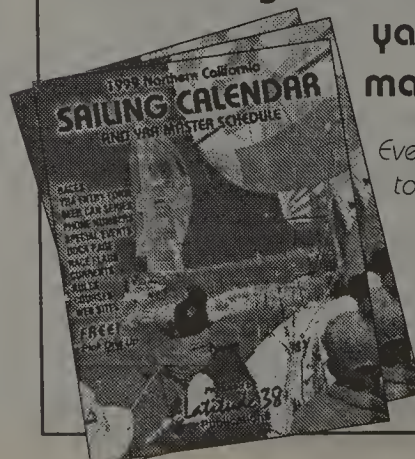
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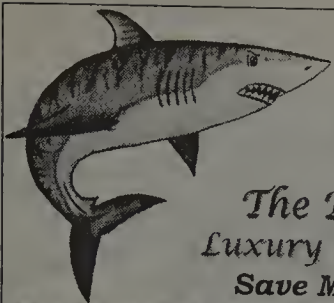
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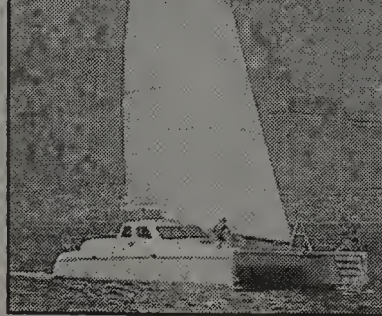
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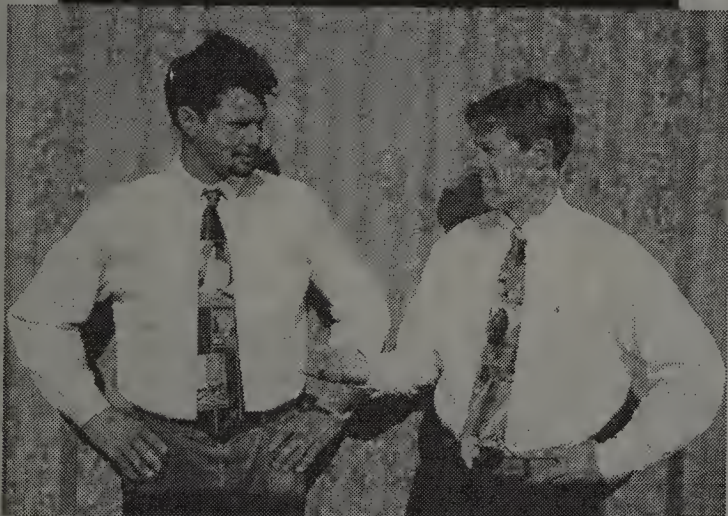
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CHANGES

With reports this month from Harry of **Sugar Blues** meeting old friend John Neal of **Mahina Tiare** in Raivavai in the Australs; from **Jake** on the aftermath of hurricane Georges in Puerto Rico; from **Seedler** on resuming cruising after 15 years; from **Misty** on a circumnavigation of Vancouver Island; from **Wings** on racing in the harbor at Suva, Fiji; from **Azure** on cruising with an infant; from **Kite** on a breakdown off Colombia saving them from getting caught in hurricane Mitch; from **Poppy** on the pleasures of keeping a boat in Croatia; from **Sail La Vie** on dealing with hurricane damage thousands of miles away; and **Cruise Notes**.

Sugar Blues — 40-ft Trimaran Harry & Mary 'Blues' Raivavai, Australs (Seattle)

We're on such a budget that we had to borrow an envelope from John Neal in order to mail this. The photos are of our **Sugar Blues** and John and Amanda's Hallberg-Rassy 46 **Mahina Tiare**. They were taken on the 27th of some month while tied up at Raivavai in the Southern Australs.

Later over at Tubuai, Harry would look at Dan Traver's yacht books and notice that he and John went there together back in 1981! Small joint.

Sugar Blues spent a couple of weeks down in Tapa Iti, so they missed the 60 knot winds that Neal got on his way up from Aotearoa. Harry's passage was nothing to write Sir Peter Blake about, but I always think that arriving with all three of your boats after a Southern Ocean passage is a point that should not be overlooked or considered trivial.

P.S. We're now in the Ala Wai Marina — and Nut House — in Hawaii.

— harry & mary 11/1/98

Harry — When we get a letter from you, Harry 'Blues' and John Neal, a couple of the more experienced South Pacific cruisers, pose on the quay at Raivavai in front of 'Mahina Tiare'.



COURTESY SUGAR BLUES

it always raises more basic questions than it answers. For example, what's your last name? What kind of trimaran is 'Sugar Blues'? How long is she? Why do you think we'd know who Dan Travers is? What are his "yacht books"? Where did your "Southern Ocean passage" start from, and where did it end? Did Sally accompany you? Why do you sign your name "A. Piver"?

Our readers would love to know more about you — and whether you've enjoyed cruising your trimaran in the Pacific for all these years. Please help.

Jake — Endeavour 37 Annette Montgomery & Robert Caltabiano Aftermath of Georges (Santa Cruz)

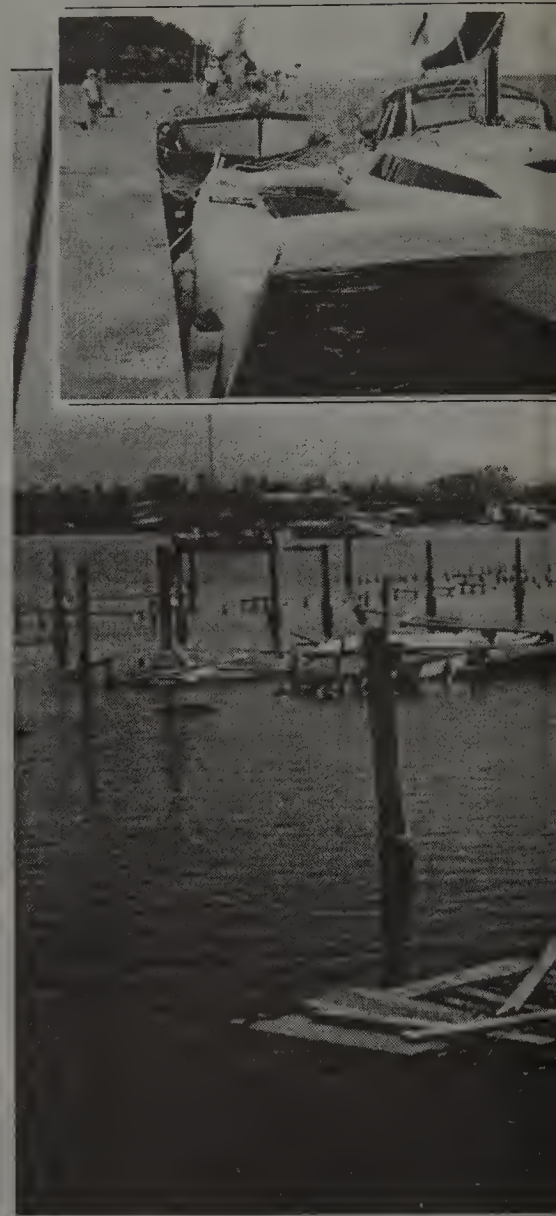
As a follow-up to our November *Changes* on the destruction hurricane Georges dished out to Salinas, Puerto Rico, we've managed to come up with the accompanying photographs.

As we write this, it's five weeks after Georges roared through, and it's still a scene of utter devastation. Marina de Salinas has no docks, no fuel, and the closest phone is a mile away. There is electricity, but it took three weeks to get it going again.

Boats that went aground are still aground, and buoys mark the location of the boats that sank. One restaurant has a 52-foot boat in its front yard. Insurance surveyors have come around to assess the damage to the boats — and the property boats have inflicted damage on!

The only up side is that the weekly BBQ held at the marina — or what was left of it three days after the storm — was the best attended ever. And the ongoing Monday potlucks are also happening. And as always, the cruisers still get together in the afternoon for dominoes at the snack bar.

But life does go on. Every weekend, for example, the locals are back out on the water with their jet skis and water skis. And there is progress, as the docks are being rebuilt. Best of all, the hurricane season — which in the Atlantic lasts a little longer than in the Eastern Pacific — is coming to a close. The cruisers with



boats that survived have started to move on.

Thanks to being securely tied up far into the mangroves and stripped of absolutely everything outside, our **Jake** was one of the survivors. For those who are keeping score, we had 11 lines securing our boat to the mangroves and three bow anchors. We were fortunate that **Jake** was facing north, as the strongest winds were from the southwest and after the eye passed, from the southeast. As such, I don't think there was ever any strain on the bow anchors.

After we retrieved our boat and made the half-mile trip back from the mangroves at Jobos to Marina de Salinas, we saw that the poorly anchored boats had been driven onto the north side of the harbor by the earlier and lighter wind from the southeast. The later and stronger winds from the southwest did in even the best anchored boats. As always, one of the biggest problems was that the poorly anchored boats dragged into the better anchored boats, taking them all to shore.

In the aftermath, some property own-

IN LATITUDES



INSET LEFT; COURTESY SUGAR BLUES; OTHER TWO PHOTOS BY JAKE

Misty — Aries 32 Bob & Jane Van Blaricom Around Vancouver Island (Tiburon)

In the spring of 1997, we sailed *Misty*, our little Aries 32-foot double-ender, up the West Coast from San Francisco to Puget Sound. We had two purposes: to cruise that fine area last year, and to have our boat in position to cruise the same area again even more this year.

Normally, the 800-mile trek up the coast is pretty difficult, so we tried to give ourselves a break by going in late April. If we'd waited until later in the year, the Central California heat would have established a thermal low, which results in strong winds blowing down the coast. We also tried to make it easy on ourselves by sticking very close to shore where, we believe, there is some relief as the wind is lifted over the coastal mountains.

A windy spell forced us to stay in the harbor at Bodega Bay for three days, and a broken gear box coupling kept us in the Noyo River for another three-day stop. Other than that, we motorsailed right along — and even got a fair wind between Cape St. George and Cape Blanco, and again near the Columbia River. All in all, our trip north took just over two weeks.

After five weeks of fine cruising during the latter part of the summer, we put *Misty* on the hard at Canoe Cove Marina near Sidney, British Columbia, for the '97-'98 winter. Our plan for this year was to spend a full three months in British Columbia — including a circumnavigation of Vancouver Island — before returning to San Francisco Bay.

Vancouver Island is 280 miles long and, in the words of one Canadian we met, serves as the "world's biggest breakwa-

Nobody takes 'storm surge' that seriously — until their boat ends up atop a dock or in somebody's front yard.

the scuppers and allowed the cockpit to fill with water. If there was ever to be a 'next time' — and we're planning on avoiding such a thing — we'd roll up little screens, pinched closed at the top, so that the cockpit drains would continue to work no matter how many leaves there were.

Like the other cruisers who survived, we're about to move on — and make sure we don't get caught in another hurricane. Next stop: the Dominican Republic.

— annette & robert 11/1/98

Inset top left; The much-cruised 'Sugar Blues'. Spread and inset right; The devastation inflicted by 'Georges' at Marina de Salinas, Puerto Rico.

ers blamed owners of beached boats for destroying their docks. In truth, the docks were probably destroyed first by the five to seven foot storm surge. As proof, some boats ended up atop the pilings. Either it had been the storm surge or they'd flown atop the docks. Once the storm had passed, there weren't more than a couple of docks left. Only one boat, a Bertram sportfishing boat, had stayed in the marina. It's missing and is presumed sunk.

Direction does count! Boats protected from the southerly winds by the mangrove island fared well. Most were secured by a combination of lines to the mangroves and multiple anchors.

As we reported before, our boat survived because she was tucked so far into the mangroves the wind couldn't really get at her. In fact, the only real damage she suffered was from tea-like stains caused by the mangrove leaves. The stains were all over the boat. Our greatest danger was that the leaves would have clogged



COURTESY JAKE

CHANGES

ter". Thus the waters east of the island are wonderfully sheltered and have lots of delightfully smooth passages and anchorages. The west coast of the island, however, is another matter.

Jane and I flew up to the boat on June 1, and, as was promised, found her already in the water. She needed only a wash down, groceries, ice, and a few more charts before we were ready to go. For the first week while cruising through the Gulf Islands, we were joined by another couple from the Northwest. For the rest of the next two months, Jane and I cruised alone.

An incident early in the cruise tested our ingenuity. Our engine starter failed on an absolutely windless day, and the nearest anchorage where we might find a telephone — let alone a mechanic — was about six miles away. After some thought, we tied our inflatable — with its little 2 hp motor — alongside *Misty* and slowly but surely pushed her to a safe harbor. By late the next day we were back in business!

For the first couple of weeks of June, the weather wasn't ready to settle down. We found ourselves wind-bound in Nanaimo for several days — which was all right since we were anchored off a large island park with lots of hiking trails and a snug anchorage. But at our first opportunity, we moved across the Strait of Georgia and up the mainland coast to Desolation Sound — where the weather steadily improved. We enjoyed revisiting some of the places we had seen the previous fall and were pleasantly surprised to find that there were few boats in the popular anchorages during the month of June.

By July we had moved north to the maze of channels and islands opposite the northern part of Vancouver Island. It was all new territory for us, and we found it absolutely fascinating! The Canadian charts are excellent, but the aids to navigation are few and far between. We found it very important to keep careful track of exactly where we were amidst the jumble of islands, reefs and rocks. With 12 to 18 foot tides, the landscape changes dramatically and islands seem to appear and disappear as they blend into the solidly forested background. But after threading our way through the aptly named Beware Passage, Jane exclaimed, "Hey, this is fun!"

Other highlights in this wonderfully complex cruising ground were watching a bear that swam across our bow at Lagoon Cove; visiting the abandoned Indian village at Mamalilicula; piloting into beau-



tiful and well-protected Waddington Bay on a stormy day; anchoring below a 2,300 foot high cliff in spectacular Mackenzie Sound; observing Roaring Hole Rapids live up to its name; mooring at a zany little floating village in Sullivan Bay; and engaging in an unexpected and intricate bit of navigation in pea soup fog into rock-bound Cullen Harbor.

With the dense forest behind most of the anchorages making access ashore virtually impossible, it was always a treat to find a trail and stretch our legs.

All too soon July had passed, and Jane headed for home from Port Hardy near the northern tip of Vancouver Island. There I was joined by John Nooteboom of Tiburon and Jim Algert of Coronado, two very experienced sailing friends who would complete *Misty's* crew for the more arduous cruise of the coming month.

On August 3, we set off for one last anchorage before rounding Cape Scott

which is the northern tip of Vancouver Island. The cape we were about to round is almost exactly the same latitude as Cape Horn. Happily, the weather at 52° north is far warmer and less stormy than at 55° south. Still, we were excited to make our way past the turbulent sea at the tip and out onto the restless Pacific swell which is ever-present along the west coast of the island.

Our first anchorage on the west coast of Vancouver Island was Sea Otter Cove, which requires that you enter between breakers crashing on the rocks along each shore. We anchored carefully inside the deserted cove, set our crab pot, then ventured ashore to take a brief hike along a muddy trail through the forest. Naturally, we kept an eye out for bears. The cove was typical of many we visited along the northern part of the island: good protection, but without habitation or other boats, and having a wild and brooding aspect.

A major obstacle on a passage down



ALL PHOTOS COURTESY MISTY



Scenes from a 'Misty' cruise, clockwise from top right: Morning at Claydon Bay; Friendly Cove in Noodka Sound; Pirate's Cove in the Gulf Islands; the bloody barber's chair at Sullivan Bay; 'Misty' and her smiling crew in typical conditions; Jane poses with a huge cedar near Blind Channel.

the west coast of Vancouver Island is the Brooks Peninsula, which juts out about 10 miles from the coastline and is notorious for stormy conditions. The weather didn't look promising the first day we attempted to get around, so we holed up just to the north in Klaskish Basin. This place is so snug that fishing boats would have to raise their trolling poles to clear the entrance! We tried again the next day, but gave up near the end of the peninsula when we were flattened by rainy blasts of wind from the southeast. We retreated back to the basin and were completely stormbound the following day. We didn't see another boat or human during the entire time. We finally managed to round the peninsula without incident on the fourth day — and in quite nice weather.

From Brooks Peninsula south, we enjoyed fairly good weather — but without

the nice northwesterly winds we had hoped for. We visited a new and interesting cove nearly every day in the four huge inlets along the coast. And as we progressed south, we began to encounter more pleasure boats and flocks of kayaks — which we began to call 'sea lice' — particularly in Barkley Sound, a large island-filled cruising ground not far from the Strait of Juan de Fuca. Because of severe restrictions by the Canadian government, fishing boats were notably absent everywhere we went.

By the third week of August, we had to face up to the fact that it was time to sail south to San Francisco. We crossed the strait and cleared U.S. Customs at Neah Bay. The next morning we set off in a calm to round Cape Flattery, and headed south on what was to be a six-

day passage. After two days of motoring, we passed Cape Blanco, and for the first time picked up a northwesterly wind. By sundown we had much more breeze than we needed and spent most of the night running at high speed under a scrap of jib winged out on the spinnaker pole.

We caught our breath for a day at Crescent City, then set out for the last lap home. The notorious Cape Mendocino was rounded in light airs, but off Point Arena — about 100 miles north of the Golden Gate — the wind came back with a roar. We had a wild night of running under storm canvas before ducking into Point Reyes. After a pleasant day's sail, we were back in the Bay and were welcomed by friends and family at the San Francisco Yacht Club, bringing *Misty's* wonderful summer cruise to an end.

— bob & jane 11/3/98

Seeadler — Valiant 40 Ingo & Espie Jeve Visiting Guatemala (San Francisco)

We are here in Ft. Lauderdale, Florida, waiting out the hurricane season and refitting *Seeadler* before crossing to Europe in the spring of '99.

This is our second time around with cruising, and we're really enjoying ourselves. Eighteen years ago we took off aboard our Cascade 36 *Born Free* and visited Mexico, Costa Rica, Panama, Honduras, Florida, Bermuda, the Azores, England, Holland, Germany and Denmark — all without a GPS. After three years! we had to return to California to work.

During all those years back in California I kept reading about other people's cruises in *Latitude* and how much fun they were having doing it. So one day in

Ingo and Espie, after a great time in Guatemala, in Fort Lauderdale. They plan to cross to Europe in spring of '99 — like they did 18 years ago.



COURTESY SEeadler

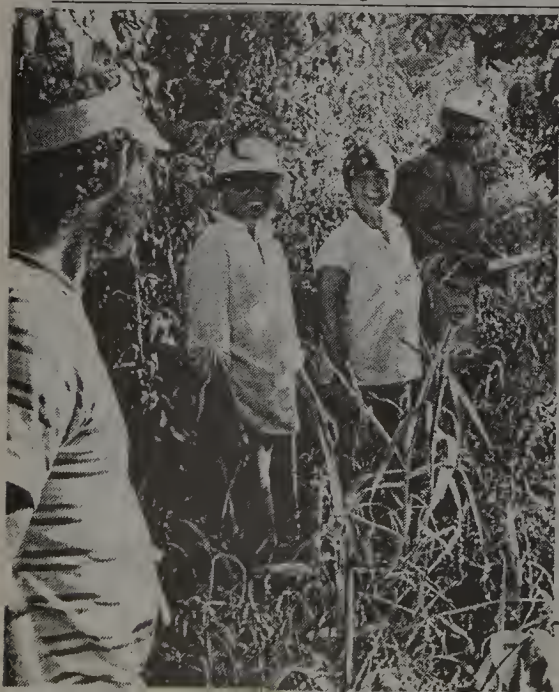
CHANGES

1990, while still living in our house, I told my wife, "Let's do it one more time. We'll get a new and bigger boat, so you'll have running hot water, a dodger, radar, GPS and extra room for your shell collections — all the things we didn't have on *Born Free*." Well, she agreed and now we're having the time of our life — and more time than ever to spend in other countries.

We spent 10 months at Mario's Marina in Guatemala's Rio Dulce and really enjoyed it. The combination of a safe harbor and a marina with a swimming pool is hard to beat. Dafnie and Barry, who are from England, have managed Mario's for eight years so they have a tremendous knowledge of Guatemala. If they can't answer your questions about the country, they know somebody who can. Mario's has a small but well-stocked grocery — salmon steak filets from Chile, canned butter from New Zealand, and cheeses and Dove ice cream bars(!) from the United States — which also helped make our stay delightful. With breakfast at the marina's Cayuco Club just \$1.50, it couldn't have gotten much better.

'Must sees' while in the area are the Mayan temples of Copan, Honduras, which is only a four-hour bus ride from the Rio Dulce, or Tical, another Mayan ruin. Three other places you don't want to miss are famous Lake Atitlan, Antigua and Chichicastenango. Guatemala is a fascinating country, and with all the different cultures and picturesque landscapes, we found it hard to leave.

When we did finally depart, we took with us some neat stone carvings from *Rumble in the Isla Isabella jungle some 18 years ago*. From left; Max of 'Maverick' and Espie of 'Born Free', then Vera and Ingo.



LATITUDE 38/RICHARD

Honduras, woven blankets from Chichicastenango, and a *cayuco* (canoe) carved out of wood. What we didn't know at the time was that the *cayuco* was the host to some very unwelcome critters called powder post beetles which love to eat wood. We noticed their droppings next to the *cayuco* inside our boat. We're lucky the critters stayed in the *cayuco* and didn't get out and start eating our boat! We subsequently placed the *cayuco* in a freezer for 4 days to kill the critters. In any event, *caveat emptor* if you buy woodcarvings.

From Guatemala, we sailed on to Belize where the fantastic reefs and clear water combined to make for excellent diving. Then, while on our way to Isla Mujeres, Mexico, we noticed some large pilot whales — we thought — but it turned out to be eight to 12 whale sharks feeding on the surface. We were motoring under autopilot and I was busy taking pictures at the bow — when one of the whale sharks turned and ran into the side of our boat! You should have heard the bang. Another lesson learned: be at the helm when there are fish around that are bigger than your dinghy. After the collision, the whale shark dove and scraped our skeg and rudder, causing some minor damage.

Anyway, we'll soon be on our way to Europe where we hope to meet up with Berkeley's Steve Salmon and Tina Olton on their Valiant 40 *Another Horizon*. The last time we saw them was at their '93 farewell party in Half Moon Bay just before the start of their second cruise.

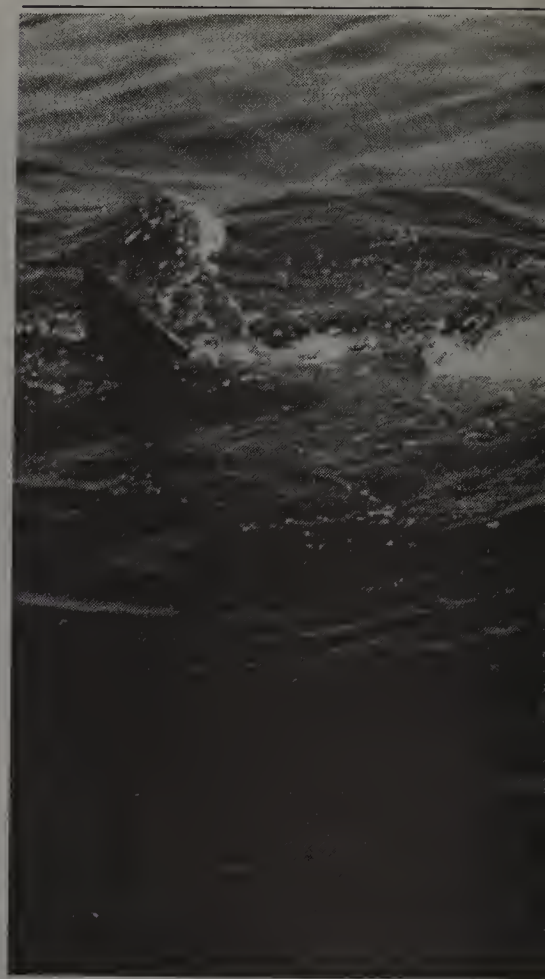
— espie & ingo 11/8/98

Espie & Ingo — Even though it was 18 years ago, we still remember the day that the two of you, Max and Vera, and the Wanderer tromped around Isla Isabella. In fact, we've still got all the photos in our archives. Cruising sure was primitive compared to today, wasn't it?

Wings — Serendipity 43 Fred Roswold & Judy Jensen A Day In Suva, Fiji (Seattle)

The Morning.

At 0900 in Suva Harbor, it's sunny and warm. The air is clear and the breeze has started up, making the water sparkle around the 10 yachts and half a dozen fishing boats at anchor in the harbor. Even though it's the 'day of rest', we can hear the hammering of steel over in the shipyard. Aboard *Wings*, however, we have the radio on softly and hear Indian music with its sitars and discordant wails. The singlehanded sailor over on *Ondarina*



is working this morning, getting ready to depart for New Zealand. Soon we see his mainsail flapping, as he weighs anchor. A dinghy buzzes back to one of the other yachts from an early trip to town.

We love it on the water at this time of day.

On *Wings*, we're changing mainsails. Off comes the cruising main we had been bent on after the Musket Cove Regatta, and on goes our regatta main. Fred works quietly, sipping his coffee and looking around the harbor between tasks. Judy is belowdecks organizing things — and already feeling a little tense about the afternoon's race.

The Royal Suva Yacht Club has invited the cruising yachts in the harbor to join them for their Twilight Series, which starts today, and Fred cajoled two other yachts, *First Light* and *Scoots*, to join us. *Outrageous*, the hot local One Tonner, is coming out and Jan, her owner, has her crew in town. They've been working on the boat since yesterday.

John and Len, a couple of yacht club members, took us, along with Andy and Jill Rothman from the J/44 *First Light*, and Skip and Ilsa from *Scoots*, in John's *panga* for a tour of the harbor course so we'd know where the marks were. Carol Noel has agreed to sail on *Wings*, and both *Scoots* and *First Light* have been picking up crew. Gradually this little evening sail



COURTESY SEEDLER

The Jeyes report that the whale shark pictured above made a tremendous bang when it intentionally slammed into their Valiant 40.

around the bay has turned into a bigger deal. But that's the way it always happens, isn't it?

The Drug Deal.

We agreed to put a bottle of rum on the race, but yesterday afternoon realized that we didn't have a bottle — and that the liquor stores had closed for the weekend! I asked a cab driver if there were any stores still open, and he took me across the peninsula to a small market. He said it was against the law to sell liquor on Saturday afternoon, but if I went around back they'd sell me a bottle. When I asked how the place could openly break the law, he had an easy answer:

"No problem, this is where the Prime Minister and Police Chief come when they want a bottle." He also told me to watch my wallet and not linger!

After asking him to wait, I took his advice, quickly buying my rum and getting out of there. The cab ride took me through the 'Domain' district, then through a nice neighborhood with mansions on the cliff overlooking the city. At one point the road wound down a canyon where there were huge shade trees — 100 feet tall, four-foot diameter trunks, and canopies 300 feet around — right next to the road. It turns out that Suva is bigger

than it looks from downtown. There's a lot going on, and it's an interesting city from any vantage point.

1600 Hours.

In the afternoon we moved to a club mooring so that we wouldn't have to waste time after the race briefing, then went ashore in a dinghy. After the briefing the club launch brought us back to the boat and Carol, our crew, was dropped off. So with our crew aboard and the dinghy safely tied up at the clubhouse dock, we were ready for the fun to begin.

Suva Harbor is actually a nice place to sail once you get to know your way around — and we were still learning. The starting line is a chicane through parked barges and past reefs. There is plenty of water for the local boats, which only draw four feet. The race committee works out of a hut ashore. These are both good things for the locals, but for those of us aboard a visiting yacht that draws eight feet, it's difficult. Not only was there very little room for us to make prestart maneuvers, but we couldn't get close enough to the starting hut to see the signals!

We missed the time signal, were over early and had to return, and therefore were late to the start. The local boats got away clean, however, and *First Light* had a great start. We worked our way through from the back of the pack, got some clear air, and had an open shot at the boats ahead of us. After that, it was just a nice eight-mile Sunday sail, with no real ex-

citement. *First Light* easily held the lead, but we managed to pass everyone else.

We foreign yachts finished first, second and third — and we didn't even use a spinnaker. *First Light* was first, we were second, and we killed Scoots, the Able Apogee 50 — which just can't sail to weather like we can. Under the handicap system, *First Light* corrected out third, *Wings* fourth, and Scoots dropped to sixth. Two local boats, *Cadenza II* and *Mon-Ki*, corrected out first and second — which made them extremely happy. Everyone would like to beat the big race boats from the United States. The handicapping was pretty good, too, as the first three boats were within three seconds on corrected time and we — who blew the start — were only two minutes out. What a fun little race.

The Post-Race Bash.

It was dusk by the time everyone got their boats put away and made it back to the bar at the club. The prizes were awarded — which included bottles of rum, which everyone shared. In addition, there were huge pots of curry — beef, goat, chicken or lamb — and tons of cold beer. As usual, there were many stories to tell and each tack and tactic was relived. All in all, it was a fine time.

We managed to find our way back to the boat some while later, and slept pretty good. The next morning, however, we felt a little shaky. Was it the rum or the goat curry? I wish we could say that we're looking forward to the next Suva YC race, but it's probably not to be; there's a little too much danger starting in such restricted and shallow water for our deep draft boat.

The Serendipity 43 'Wings' as seen during the Big Boat Series in '81. Does she still use the blooper for cruising races in the South Pacific?



LATITUDE 38 ARCHIVES

CHANGES

Besides, as nice as Suva is, cyclone season is here and we need to be on our way to New Zealand.

—fred & judy 11/1/98

Azure — Jeanneau 36
Jane & Rodney Pimentel
Fijian Islands
(Alameda)

Bula! We've been out for almost two years now.

We spent the hurricane season in New Zealand, putting the time to good use by having a baby boy — now eight months — whom we named RJ. Because of the baby, we spent the last five months cruising just Fiji. Baby or no baby, we highly recommend setting aside an entire season for Fiji as the cruising is excellent: easy daysails, lots of amazing anchorages, great scuba diving, fantastic windsurfing, and the friendliest locals we've ever met.

We have to confess, however, that sailing with a baby has been different. We built a crib in the aft cabin, but RJ is quickly outgrowing it already. Although we only have a minimal amount of baby stuff, it still takes up lots of space on our small boat. And rough weather is definitely more stressful with an infant.

Nonetheless, we have wonderful memories of the last eight months. One of the great things is that we've both been able to spend almost all our time with RJ. In addition, he's met lots of people and gets to enjoy the great outdoors every day — and we're certain this will have a positive impact on him. He's already an easy-going cruiser.

Visiting the villages with little RJ has been a blast! You know how everyone loves a baby? Well, in Fiji you have to multiply that love tenfold! The local women and children start screaming and running towards us as soon as they see us. RJ's red hair and white skin are so unusual in this part of the world that the locals laugh out loud. His pudgy legs and cheeks are too much to resist, so they instantly get pinched and kissed. Many times RJ has been taken from our arms and given tours of the village and sometimes we don't see him again for half an hour. We've learned to travel with a celebrity.

During the last few months, 'home' has been beckoning stronger than ever. Two of the bigger factors are RJ's imminent mobility and wanting to share him with family and friends. So we've decided to ship *Azure* home from New Zealand in early 1999. It means we'll be ending our cruise sooner than we intended, but we'll be cruising again as soon as RJ can help



pull a few lines.

Knowing our time is limited, we've seen as much of Fiji as we can pack in. With over 300 islands — and just one-third of them populated — we have been lucky to see as many as we did — about 20 — plus the two main islands. Now we're back in bustling and bus-infested Suva, which comes complete with McDonalds and a very modern movie theater with \$2 flicks. The food here in town is delicious and there's lots of inexpensive stuff, but even this small amount of civilization has been a jolt — hopefully preparing us for our return to the Bay Area. We're going to miss the cruising life, but hopefully we'll be able to retain the state of mind.

—jane, rodney & rj 11/9/98

Kite — Stevens 47
Dick & Lona Wilson
Cartagena To Bonaire
(Modesto / Montana)

Having tried to sail from Cartagena, Colombia, to Aruba last April, and having to give up because of adverse weather conditions, we put our boat in storage at Club Nautico Marina in Cartagena for the '98 hurricane season. In the November issue, the folks from *Experience Mitchell* gave Club Nautico a favorable report; we agree with their review.

The Pimentel family enjoying the cruising life in Fiji. The arrival of a son means they'll have to check back into the 'real world' a little early.

Dick returned to Cartagena in October accompanied by Peter Brucato of Whitefish, Montana, and Pete Caras of Sausalito — Lona had to remain in Montana to be with her ailing mother. The original plan was to deliver *Kite* to Florida to await further cruising plans. Dick and crew first left Cartagena on October 17, heading north toward Jamaica and the Windward Passage. But we immediately began to have engine overheating problems. Realizing that we couldn't fix the problem underway, returned to port after just four hours.

As Caras would later say, "The delay — which seemed like a pain in the ass at the time — saved our bacon." More about hurricane *Mitch* in a moment.

It turned out there were contributors to the overheating: a blocked engine cooling water inlet, a stuck thermostat, and an over-pitched Max Prop. Caras picked up on the prop problem immediately when he saw we could only get 1,500 rpm max under power from an engine that would do 3,000 rpm in neutral. To think we'd been living with this prop situation since it had been installed in '88, assuming that it was normal!

After completely flushing the cooling system and replacing the thermostat and

BOTH PHOTOS COURTESY 'AZURE'



fresh water pump, we hauled *Kite* at the Manzanillo Marina Club in Cartagena. While the boat was out of the water, we cleaned the thru-hulls and — after consulting with Max Prop, got the prop pitch adjusted correctly. As for the boatyard itself, here's Caras' review:

"Our visit to the Manzanillo Boatyard was a total pleasure. The yard was spotlessly clean, and the water and electricity outlets were right where you needed them. Tomas and Rafael, the two guys in charge, were easy to deal with and very efficient. We even had the pleasure of enjoying a fine Chinese meal delivered to the yard by John and Connie Talmage of the *Song of San Francisco*, who were the only powerboat in last year's Ha-Ha. All our work and dining took place under the watchful eyes of two armed guards, three guard dogs and one guard goat. I love the Third World!"

When we were ready to go again on October 21, hurricane *Mitch* had reared his ugly head just 260 miles to the north of us, blocking our path to Jamaica. After examining the weatherfax charts and listening to David Jones' Caribbean Weather Net (8104.0 Khz), we discovered that had it not been for the engine problems, we would have been right in *Mitch's* path!

By October 15, it still wasn't clear when *Mitch* would clear out of the northwest

Caribbean, and we'd now overstayed our six-month time limit in Colombia. After discussions with weatherman Walt Heck of Ocean Marine Navigation, we decided to take advantage of the fact that *Mitch* had sucked all the wind out of the trades, and make a dash for Aruba and Bonaire and the Eastern Caribbean. This is the same route that *Experience Mitchell* reported on in the November issue, and their description of the tactics was very good.

We departed Cartagena by passing out through the new small boat passage in the Boca Grande wall, which is now well-marked and lighted. After our nasty experience trying to make the same passage in April, we were expecting the worst. But thanks to *Mitch* effectively shutting down the trades, we started with five knots of wind from the southwest — instead of the strong trades from the northeast — and flat seas. We kept waiting for the prevailing nasty conditions to fill in, but the worst we got was 12 knots of wind and three foot seas on the nose — and that was only for a couple of hours.

We bypassed Aruba and Curaçao, and arrived in Bonaire after just 81 hours. Thanks to getting the prop properly pitched, our boat's motoring performance dramatically improved. Despite the adverse current, we averaged over 6 knots at just 2,000 rpm and burned less than one gallon/hour!

With *Mitch* still battering Honduras and threatening to turn on Florida when we arrived at Bonaire, we decided to change plans and leave *Kite* at Harbor Village Marina on Bonaire. This means we can look forward to cruising the Venezu-

Steve Salmon and Tina Olton of the Berkeley-based 'Another Horizon', in their sixth year of cruising, enjoy lovely Dubrovnik, Croatia.



GORDEN TOWELL

elan islands and coast as our next 'destination'.

For those who are interested, the way we try to kill fish without making a big mess is to put some fresh water in a large rectangular plastic bucket, and immerse the fish head down. Not only does this make them calm down and die quickly, but you can use the water to clean up after filleting the fish. With a watermaker onboard, we feel it's better to save the rum for the crew rather than the fish.

— dick & lona 11/1/98

Readers — The Wilsons have a circumnavigation to their credit, as they were part of the Europa '92 Around the World Rally.

Poppy — Sceptre 41
Ken & Wendy Richards
Cruising Croatia
(San Francisco / England)

Croatia — Isn't that where they're always having wars and other unpleasanties?

No, Ethel, it's one of the great cruising areas of the world.

This September we cruised Croatia and the Adriatic Sea aboard *Poppy*, our Sceptre 41. We made Split, a charming city on the southern coast, our base. Much of the city was built in the 12th and 13th centuries, and the wonderful Roman, Venetian, and Medieval buildings are still in use today. The tomb of the Roman Emperor Diocletian overlooks the harbor, and it's also the site of the oldest Catholic cathedral in the world. Because Split has been untouched by war for many centuries, it is protected by the UNESCO international treaty.

There are many great places to sail to in the Adriatic. Trogir, for instance, a

CHANGES

small 9th century walled town just a daysail from Split. Trogir is located on a small island — and attached to another island and the mainland by ancient bridges. We arose early in the morning and inside the old town discovered the most magnificent vegetable and fish market you could hope to find anywhere. Many of the local farmers/fishermen come in daily to sell their produce.

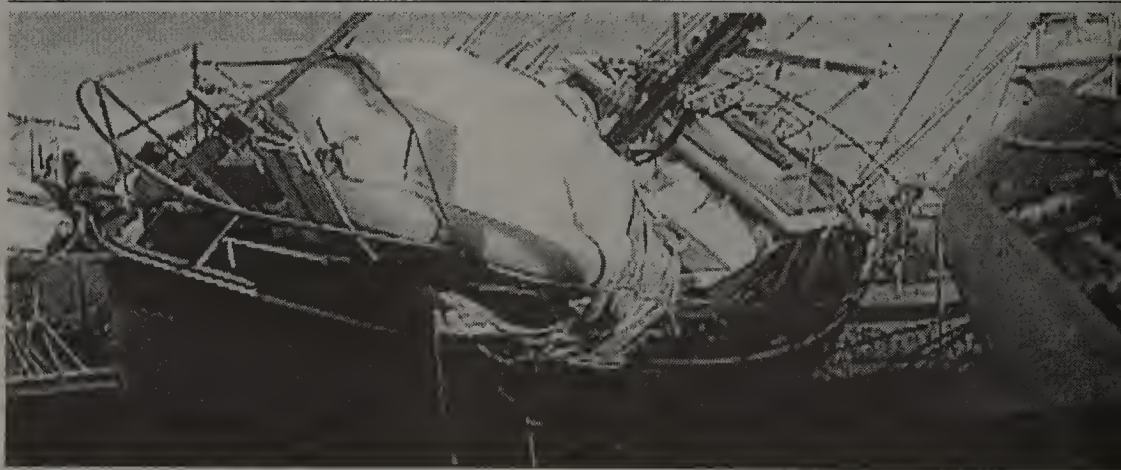
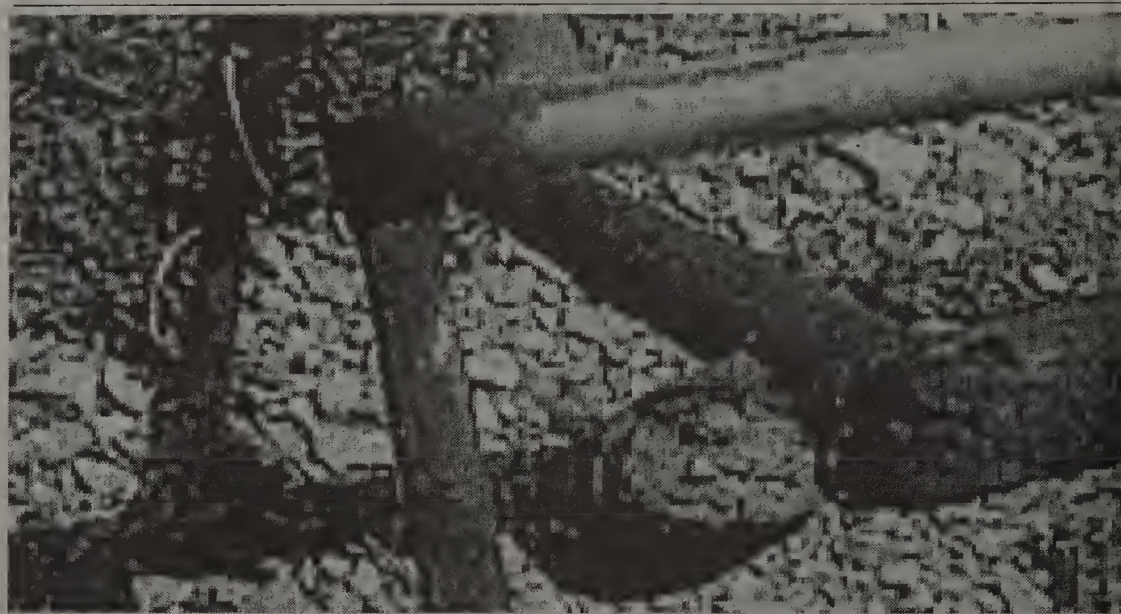
While the working people of Croatia are pleasant and helpful, they're obviously not well off. We got the impression that life is a day-to-day struggle. Nonetheless, when the people heard the Pope — 'Poppa' to them — was coming, they worked like crazy to fix up the streets and make everything look nice. And when the Pope finally arrived, the people were ecstatic.

The more we explored Trogir, the more dazzled we were. As we walked down the tiny alleys, we passed between well-preserved houses and the former palaces of noblemen. By chance, we stepped into a small museum run by a closed Order. We very much enjoyed their collection of magnificent items dating from the Third Century. We also spoke with a fellow visiting from Toronto, who told us that his sister, a nun, had been in the cloister for 40 years — and had never set foot outside the building! There are about 45 nuns there now, many of them very elderly, and not one has been outside the building since joining.

Just a short walk away is a magnificent cathedral, with many incredible carvings, most of them dating from the 12th century. The carvings were done by master sculptors from Florence. For those not familiar with the geography in this part of the world, Italy is just a little more than 100 miles across the sea.

As fascinating as it was, Trogir is not unique, as there are more than 1,000 islands off the coast of Croatia. Some of the beautiful islands have the most intriguing names, such as: Vis, Hvar, Brac, Cres, Rab, Pag and Krk. Most of them have either small harbors or well-equipped marinas — and most of them are professionally run by the government. It's true that the locals tend to be dour and shy, but many speak English. The food is decent — occasionally very good — and reasonably priced.

We've previously sailed San Francisco Bay, the British Virgins, Malta, Italy, Greece and other places in the Med, but for us Croatia is truly an undiscovered cruising ground. It's quite beautiful, with azure seas, green slopes, and lovely ancient architecture. The smell of the pine trees wafting off the islands is not to be



forgotten.

Croatia is not only a beautiful and unspoiled cruising ground, but it's reasonably priced, too. For instance, it costs us just \$1,585 a year — just over \$130/month — to keep our boat here. And that includes the berth, power and water. Try finding that elsewhere in the world.

Since it would be impractical for most *Latitude* readers to base their boats in Croatia and not everyone can cruise here, we're happy to report that it's possible to charter just about any kind of sailing vessel. Any good charter broker could help you out.

— ken & wendy 10/5/98

Sail La Vie — Wauquiez 45

Gary & Judy Banko

On The Hard, Fajardo, Puerto Rico (N/A)

It's still hard to believe that a French-named hurricane — *Georges* — could weave its way across 3,000 miles of ocean to unleash its fury on our French-built sailboat stored at Puerto del Rey Marina in Fajardo, Puerto Rico. What an insult!

For us, the hardest part was not knowing the status of our boat. Was she dam-

Formula for disaster: Poorly maintained tripods, not secured to other tripods, trying to support large boats in hurricane force winds.

aged, and if so, was a trip to Puerto Rico warranted? It took almost two weeks to get a status report because, 1) The marina refused to give out any information, and 2) Our insurance broker gave us grossly incorrect information on how to process a claim.

[Editor's note: Because the broker hasn't had reasonable time to respond to the above and other charges, we're temporarily withholding their identity. We will, however, look further into the matter, as we've received several recent complaints about the company.]

We finally decided to call the insurance adjuster in Puerto Rico direct. Within 24 hours we finally got the good news — although our boat was on her side, there was no apparent damage to the hull, the mast was intact with no visible damage, the dinghy was still attached to the deck, and the canvas was all still in place. Some plastic tarps had been shredded, but there was absolutely no damage to the topsides.

At this point, we began to wonder — as you might — how a wind not strong enough to rip snap-on canvas off a boat could possibly be strong enough to push



ALL PHOTOS COURTESY SAIL LA VIE

a boat off a cradle and on her side? The answer we got was unbelievable: the marina stored our boat — and many others — using poorly-welded rusted out tripods, and then didn't even secure them to each other using chains!

When our boat went over, the boat next to ours cushioned her fall — but our boat still broke their mast and the mast on the next boat over. Our boat sustained nothing more than a slightly bent spreader, a bent turnbuckle, and some gel coat scrapes. Wauquiez builds a very strong boat, and our oversized rigging probably helped to keep the damage to a minimum. Here's some irony: our boat sustained more damage when it was righted than when it was knocked over.

We also have some serious complaints about our broker. They have no emergency response phone number, and never responded to our request for emergency service that we left on their main phone number. We originally requested a 5% deductible for hurricane coverage, and although the contract clearly shows we have 5% coverage, I later found out that the broker never purchased it! I've been waiting almost two months for the insurance broker to provide an explanation.

We weren't particularly happy with the

broker's customer relations, either. At one point, the marketing manager told me to "shut up and quit arguing" when I wanted an explanation for having been given false information on how to file a claim.

We have other issues with the broker. We discovered that they hadn't insured our dinghy and outboard at the requested value, and had written the contract with a term of two months rather than a full year! Fortunately, this matter never became an issue because our dinghy and outboard weren't damaged.

The lesson we learned — and we hope others do to — is that you must read your boat insurance policy carefully. Verify every line item. And make sure that every service requested is clearly defined. The total damage to our boat was well under our 5% deductible, so having to seek recourse from the broker never became an issue.

On the other hand, we have nothing but praise for insurance adjuster Ed Geary and the La Reunion insurance company. I was only hours from jumping on a plane to Puerto Rico when I got in touch with Geary. He advised me to stay put and let him act as my agent and handle all the issues with righting the boat. He e-mailed me pictures, and provided a detailed damage survey of the interior and exterior of the boat. He even inspected all bulkheads to make sure there was no separation, and did a dye test on the hull to make sure there were no stress cracks.

Geary also informed me that he should have been involved from the start because there is a salvage clause in our contract that covers 80% of the cost of righting the boat. Obviously the marina knew this, because they were charging 3% of hull value to raise sunken boats and \$50/foot to right boats on-the-hard.

We were very lucky to come out of this with so little damage, but I did break one of our cardinal cruising rules: Never let anyone work on your boat without close supervision. Had I supervised the storage of our boat, she probably never would have gone over.

By the way, anyone who carries boat insurance should obtain a copy of *Making An Insurance Claim*, which appeared in the February '97 issue of *Sail* magazine. I would also recommend finding out if your insurance company has an emergency phone number, and if so, keeping it — along with a copy of your insurance policy — onboard with your other ship's

papers. Statistics say only one in 10 will ever file an insurance claim but, like us, you may be that one person.

— gary and judy 11/1/98

Cruise Notes:

This just in as we go to press:

"It looks like we might have the **first cousin to the Queen's Birthday Storm** in the making down here," e-mails Carol Noel and Bob Ely of the Seattle-based Westsail 43 **Elyxir** from Opuia, New Zealand. "We just arrived from Fiji after five continuous days of beating into 30 to 40-knot stuff, and so far there's been one boat washed up on the beach, a fatal overboard accident, a dismasting, and a bunch of lesser but still serious problems.

"What happened is that a double-whammy of weather blasted across the tropics to New Zealand — just at the height of the cruiser's annual southern migration to avoid hurricanes in the South Pacific. On November 12, a pronounced dip in the isobars closed and formed a low 700 miles north of New Zealand at 24°S. By Friday the 13th, it was causing southeasterly gale force winds over a wide area, as it piled up against a high over New Zealand. As the low deepened to 991mb, another low — one that eventually dropped down to 984 mb — formed south of New Caledonia. The net result of this meteorological temper tantrum was not as severe as the Queen's Birthday Storm in terms of maximum force winds, but was every bit as devastating because it caused 30 to 50 knot winds to blow for as many as nine days in a row. This terrible weather affected all the groups of boats headed to New Zealand, no matter **Andy and Jill Rothman of the J/44 'First Light'** are two of those who made it through the Friday the 13th gale to New Zealand.



COURTESY FIRST LIGHT

CHANGES

if they departed from Tonga, Fiji, or New Caledonia. And it all happened during what is generally considered to be the safest time of year to make the always challenging 1,000-mile passage.

"The British yacht **Woody Goose**, with Roger and Anita Dean aboard, washed ashore on New Zealand's North Cape. Tragically, Anita was lost overboard and drowned.

"The Kiwi ketch **Jannamarie II**, off the northeastern coast of Australia, was also capsized. Owners Richard and Jeanette Lay of Whangapaparoa, New Zealand, were rescued by the U.S. Navy destroyer **Shiloh**. Unfortunately, their two crew, a 59-year-old Kiwi and a 39-year-old Aussie, were washed overboard. After a long search, they are presumed dead.

"In addition, the remainder of the fleet coming down from the tropics suffered a number of knockdowns, steering failures and other serious problems from the unrelenting weather. The yacht **Energetic** was dismantled, and her crew of three are hoping to be able to motor to Lord Howe Island. There is widespread concern from a number of other boats that haven't been



This is the front view of how a boat ought to look when she's tied in the mangroves for protection against a hurricane. This is 'Jake'.

heard from in several days. Furthermore, many of the crews report that they are suffering from extreme exhaustion.

"The first wave of boats to arrive in Opuia included Andy and Jill Rothman's

COURTESY JAKE

Tiburon-based J/44 **First Light**, Fred Roswold and Judy Jensen's Seattle-based Serendipity 43 **Wings**, and the New York-based Able Apogee **Scoots**. It seems like two or three boats a day straggle into Opuia, and soon have clothes, cushions and bedding hanging from every available line. Most report having needed nearly two weeks to complete what's normally a seven to nine-day passage."

Our hearts are with all those still out in the storm. We hope to have a complete roundup, including what lessons might be learned, in the January 1 issue of *Latitude*.

"Have you ever heard of curious insurance language such as this?" ask Kim and Jacques of the Atkins 32 **Thistle**. The couple identify themselves as having left Berkeley in '93 and having been hanging out in Tonga, Fiji, Vanuatu and New Caledonia "when we have the bucks". The curious language comes from a Royal & Sunalliance insurance policy:

"996 Electronic Time/Date Exclusion (Defined Perils) Memorandum. This insurance does not cover claims in any way connected to the failure or inability of any

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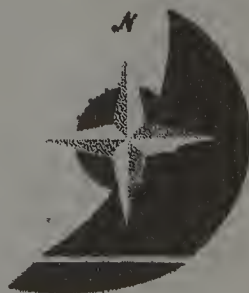
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We're not much good at reading contracts, but it seems to us that the policy is saying that the company will cover you if a 'Year 2000' problem with your computer or GPS causes you to drive your boat up on a reef. But it will not cover 'Year 2000' problems with your onboard electronic gear and computers. Seems fair to us.

Kim and Jacques also report that, "We just got back to Russell in New Zealand's Bay of Islands from Noumea, New Caledonia. We hoped we wouldn't get hammered on what's often a difficult trip — and didn't. We had light northerlies all



COURTESY JAKE

This is the rear view of how a boat should look when she's tied in the mangroves for protection against a hurricane. This is 'Jake'.

the way — good fishing, too. We'll be based in New Zealand for awhile."

Obviously, the couple was lucky enough to have crossed to New Zealand before the two lows combined to clobber

all the other boats.

In lighter news, we're happy to announce that the **Some Like It Hot Rally**, the least organized sailing event in the world, is back again this year. All anyone has to do to 'win' is sail from California to Cabo San Lucas, then make their way over to Lupe Gutierrez' **Crazy Lobster Restaurant** on Hildago Street. The Crazy Lobster has replaced the historic Broken Surfboard Taqueria, which for many years was home to the Hot Rally.

Lupe, a particularly classy local who believes in American-style customer service, has totally redone the restaurant. While it looks great and new, the fine old deals on breakfasts — \$1 for pancakes, \$1 for French Toast — still remain. In addition, the restaurant's biggest permanent sign reads something like: "Free tequila: All you can drink with dinner or after 6 p.m." That offer might be too good to be true, but for an uncommon reason.

So, if you sail to Cabo, drop in and say hello to Lupe, drop off your laundry, buy a distinctive orange Hot Rally T-shirt with the huge chili pepper on the back, and sign up on the Hot Rally List. If every-

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body signs up in a legible manner and includes their boat name, boat type, skipper's name and home port, we'll publish them in *Latitude*.

If you can't find the Crazy Lobster — or anything else in Cabo — tune in to the **Cabo Cruiser's Net** at 0830 Monday through Saturday on 22A. Jim Elfers of Coast Chandlery usually runs the net, and he can answer all your questions. Incidentally, the hailing channel in Cabo is 22A, not 16 or 68 as it is in many other places. The net will tell you which channels to use for talking.

The **wackiest ongoing project** in Cabo is the huge — four or more story structure — right next to the Cabo Isle marina. It's going to house — and this will make old Cabo hands puke — a gigantic mall complete with high-end stores, a bowling alley, an ice skating rink — and a 2,000 car garage!

The **wackiest moment** the Wanderer had in Cabo was took place at about 2300 after the final Ha-Ha ceremony, when he went to the marina office looking for a gate key — and ended up being frontally assaulted. It happened at the intersection



IMOGENE COCO

Two things to remember: 1) A sharp knife cuts best. 2) An inflatable dinghy with a dirty bottom — see photo — goes slow and wastes fuel.

of the malecon and Travel Lift, when a well-dressed and attractive Mexican woman asked him if he knew what time it was. As the Wanderer looked up to get some light on his watch, the woman asked, "What do you think of these?" In

the darkness, it took a couple of seconds for the Wanderer to realize what "these" were. They turned out to be her breasts, which she'd pulled down her blouse to expose. They were lovely and all, but after the Ha-Ha, the Wanderer just wanted to be alone.

The best thing about Cabo — indeed, one of the best things in the cruising world? **Lover's Beach**, either early in the morning before anyone else is there or in the evening for the sunset. It's been our luck to have been able to see many of the most beautiful places in the world, but for our money, Lover's Beach is as spectacular as any. The incredible blue water, the terribly powerful waves, the wind-swept jagged rocks, the white sand — as they say down south, it's *muy bonito!*

Speaking of bowling, of all things, check out this report from John and Aleta Goodrich of the Redwood City-based 40-foot **Holding Pattern**:

"After two months of cruising on Isla Angel de la Guarda, it was time for a reality check, so we crossed over to San Carlos on the mainland. Arriving in a large town like San Carlos after being in the boonies

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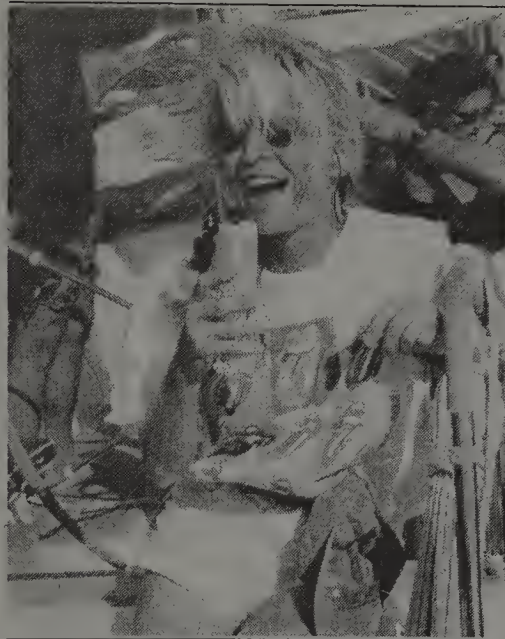
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can be quite a shock — especially when the first thing other cruisers ask you is, "Do you bowl?" That, it turns out, is what cruisers do in San Carlos to beat the heat of summer. Fortunately, a state-of-the-art alley just opened, and they even offer a cruiser's discount. The crews of the following boats participated: **Tiare, Marara, Altair, Too Sassy, Holding Pattern, Amazing Grace, Odysseus, Gull's Way, Minerva, Colonel's Lady, Tiama** and **Wings**. If you find yourself in San Carlos next summer when the heat is on, remember the alley has air conditioning and ice cold beers."

A couple of months ago, we reported that hurricane **Georges** hadn't been particularly devastating to mariners in the Caribbean. At the time it was accurate, because the Windwards didn't get hurt, Antigua and St. Martin got off easy — although one boat floated up onto the runway at Queen Juliana Airport, which would have made it impossible for the Air France 747 from Paris to land — and the U.S. and British Virgins came out much better than anyone had hoped.

After we'd gone to press, however,



"Sea of Cortez Sailing Week? I'd rather starve than miss it. See you in La Paz on April 17th!"

Georges did the real damage, primarily to Puerto Rico, the Dominican Republic, Haiti, Cuba and Key West. As you can tell from elsewhere in this month's *Changes*, hundreds of recreational boats were de-

stroyed in Puerto Rico, as were entire marinas.

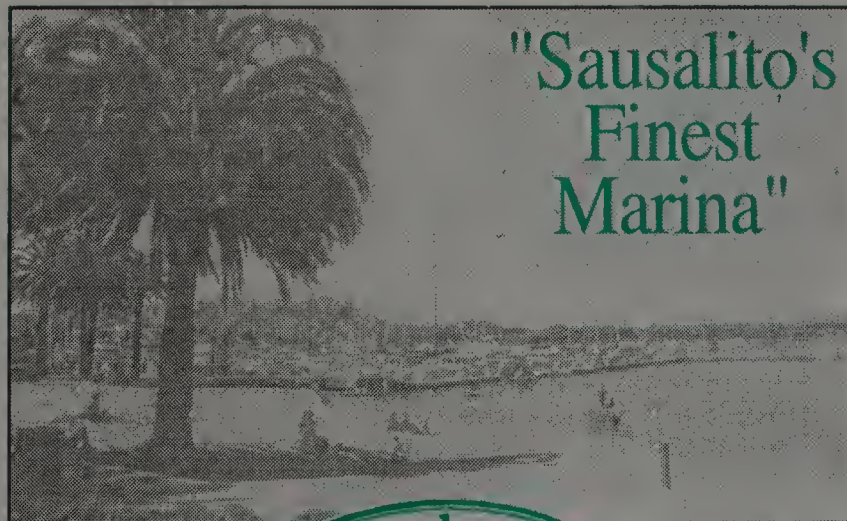
Hurricane **Mitch** was much more powerful than **Georges**, but did less damage to recreational boats because it mostly hit impoverished countries where there aren't many pleasure boats. The biggest threat was to the concentration of cruising sailboats in Guatemala's Rio Dulce. Don Freeman of the San Diego-based **Sirius Endeavour** forwards this report from Capt. Nemo's Communications in the Rio Dulce:

"The hurricane missed the Rio Dulce and the boats moored and berthed there are all fine. The storm surge was so great, however, that the river actually flowed backwards! Then enormous rains in the highlands converged to produce record flooding in the Rio Dulce area. Low-lying restaurants are underwater as are some residences. But the boats are safe."

It's been a while coming, but the dates for the annual **Sea of Cortez Sailing Week** have now been finalized by the sponsoring Club Cruceros de La Paz. The dates are April 17 through 25th. The fun starts with a grand party in La Paz on April 17. On the 18th, the fleet sails 24

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CHANGES

miles north to Caleta Partida, where the next week is spent enjoying sailboat racing, beach competitions and social activities. Nobody takes any of the competition too seriously and the setting is spectacular — so mark your calendars.

Our thanks to Mary Shroyer of **Marina de La Paz** for passing along the dates. Incidentally, Mary reports that her marina was completely full as of the middle of November — proving that La Paz is as popular as ever with cruisers.

When creating our **Mexico Marina Guide**, we left out a digit in **Coral Hotel & Marina's** phone number. Peter Boyce reminds us that the correct number for the popular Ensenada Marina — also known as the '90-Day Yacht Club' — is (800) 862-9020.

If you're somewhere along the coast of Baja and see a huge polyethylene-mesh net that looks completely out of place, it's not. It would be one of 30 such **fog collectors** — we're not making this up — that are being erected by hydrologists. The nets, developed by Canadian Robert Schemenauer and a group of Chilean sci-



TOM LYON

Different folks have different ways of doing things. Brian Bouch towed his dinghy all the way from San Diego to Cabo with his Nonsuch 26.

entists, capture trillions of water droplets from fog, which in South American experiments proved enough to make water for coffee and to wash hair. The only downside is that it will probably throw worldwide weather out of whack, and we'll soon find the ice cap down to Cabo and tropical hurricanes in Vancouver.

"Rob and I are here in Dallas and Ranger, Texas, taking an eight-month hiatus from cruising while **Maude I. Jones** waits for us in Waikawa, Picton, New Zealand," writes Mary Messenger. "We've been cruising ever since doing the first Baja Ha-Ha, and between October '97 and March '98 we circumnavigated Stewart Island, which is south of the South Island of New Zealand. Interested in hearing about it?" Of course!

Last month we made a plea for everyone — including Robert and Virginia Gleser — **writing to Changes** to always include their name, their boat name, boat type, and hailing port. The Glesers were kind enough to respond that their boat is **Harmony**, an Islander Freeport that was based in Alameda Marina. Thanks folks!

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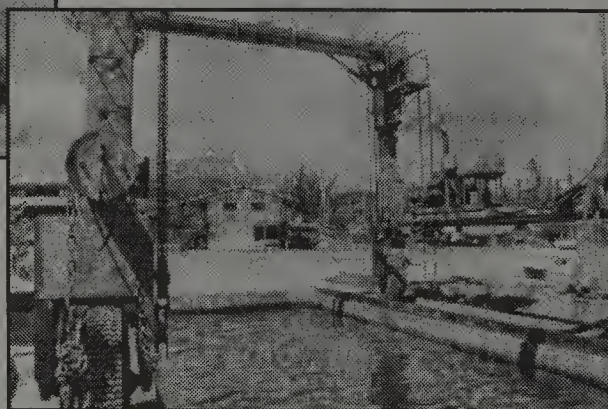
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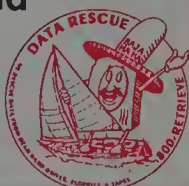
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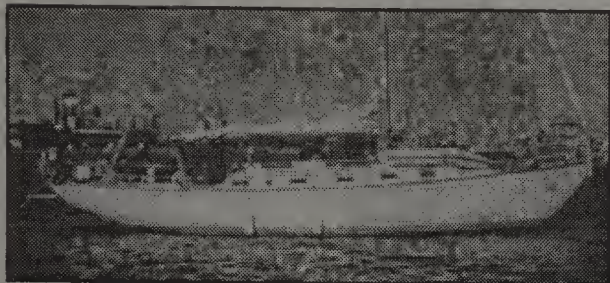
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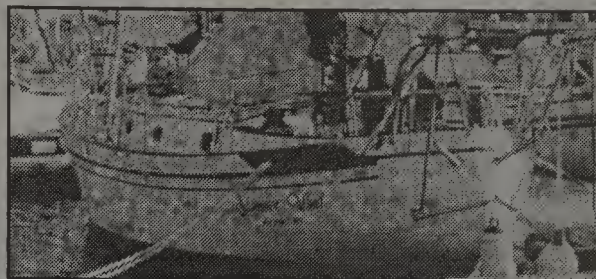
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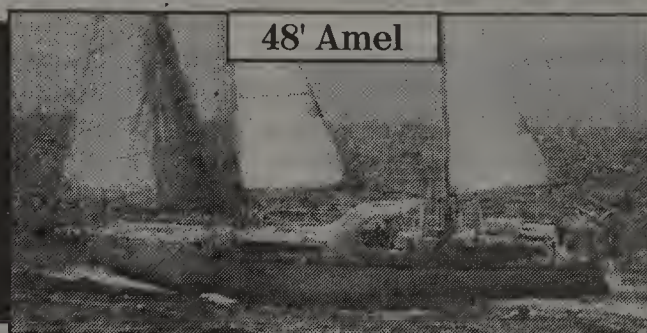


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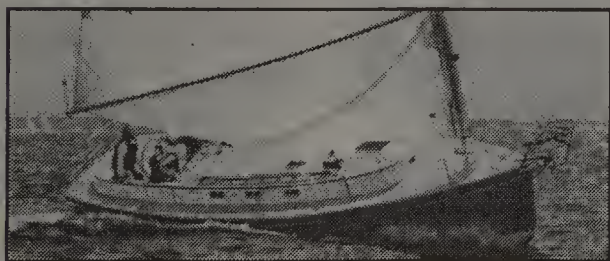
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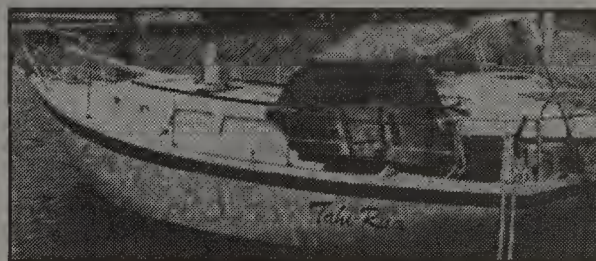
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24-FT ISLANDER BAHAMA, 1969. Balanced race rig, reefing. All lines aft. Heavy rigging for coastal sailing. 5 hp Nissan, like new. Depthsounder, knotmeter, VHF, shorepower, refrig and heater. Actively sailed, maintained and loved. Leaving Bay Area. Artesian. \$2,500. Please call (415) 518-4682.

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ERICSON 27, 1977. Wheel steering, roller furling, ST winches, new job, electrical, plumbing, Atomic 4, recent bottom paint. Needs some cosmetic work. \$7,000 firm. Oyster Pt. (415) 332-8676.

PACIFIC SEACRAFT 25, 1978. Well maintained pocket cruiser perfect for SF Bay & beyond. Stout & traditional. Yanmar diesel, galley, marine head, teak decks, full cover, bowsprit, 6 opening bronze ports. Sails (3) in A-1 condition. \$19,900. Call (408) 467-6722 or (408) 736-6090.

NOR'SEA 27, MAGIC FLUTE. Aft cabin trailerable ocean cruiser. Set-up for shorthanded cruising with Profurl, all lines aft. Yanmar diesel, dodger, knotmeter, depth, autopilot, extensive ground tackle, enclosed head, factory trailer. Beautiful. Featured boat on Nor'Sea website at www.vanderbend.com/norsea. \$39,500. (408) 245-5150 (Steve, days), (650) 851-3056 (Steve or Cathy, eves & wkends), or (707) 939-8075 (Rudy, days).

WESTSAIL 28, 1976. Cutter rigged, 6 sails, 27 hp diesel, GPS, autopilot, dodger, VHF, stereo. Great condition. Recent survey. Lying Fort Bragg. Must sell. Asking \$32,000 obo. (707) 986-7794.

HUNTER 25, 1983. Fixed keel. Very clean. Sails in good condition. Bottom '97. 9.9 Evinrude, shorepower, dodger, enclosed head, teak interior, propane BBQ, 2 burner stove, pressurized water, VHF, AM/FM, knot, depth, 2 batteries with charger. Other extras. \$7,800. Contact Rob at, (925) 754-3650 eves or (510) 486-4028 dys.

CAL 25, 1969. Adjustable backstay, good sails, spinnaker gear, anchor, 6 hp outboard. Great Bay boat. Sausalito slip. \$2,600. (408) 458-0269.

COLUMBIA 26 with great SF Marina berth. Good condition, no leaks! 1994 haulout, faired, epoxy sealed, painted. Enclosed head. Sink with hot running water. Cute, comfortable interior. Canvas tent, screened privacy rails. Great houseboat. \$7,500 obo. (510) 526-5986.

CAL 2-27, 1976, SUMMER. Well equipped, maintained. Rebuilt diesel, just hauled, inspected, bottom paint. Spinnaker rigged, ready for one-design racing or family cruising. Upgraded throughout, many extras. \$11,750. (510) 548-8824.

COLUMBIA 28, 1969. MD2 Volvo diesel. We're moving up. If you're looking for a good stiff Bay or Delta boat, this is it. \$8,200 obo. (650) 343-5052.

CATALINA 25, 1981. Full keel, 9.9 hp outboard. Great shape. Newborn forces sale. \$4,500 for quick sale. (925) 935-9518, Jill/Richard.

EXPRESS 27, LIPSTICK, 1984. Alsberg Bros work of art. Excellent condition. Set-up for short-handed. Tiller/pilot, knotmeter, depthmeter, new VHF, updated rigging & mast. 12 sails including new .75 oz chute, 3 hp o/b, trailer. \$17,000. Call (510) 430-1334.

OLSON 25, HULL #44, BUILT 1984. Lightly used O-25 from So. Cal, currently dry stored in Sausalito. Many upgrades, 7 sails (no spinnaker), lots of electronics, good trailer. Excellent shape, reduced to \$13,000. Rob, (415) 383-8200 ext 109.

ERICSON 27. Loaded, 7 sails, spinnaker pole, rebuilt Atomic 4, stove, CD stereo, speakers inside & out, VHF, depth, speed, 2 new batteries, toilet with holding tank. Bottom is in excellent condition. \$9,000 obo. Call Gina, (415) 863-1616.

CATALINA 270LE, 1995. Superb condition. KM, DS, VHF, windspeed/direction, diesel, h/c pressure water, charger & more. Trailer, towing/launch equipment. \$46,950. Slip available McCall Idaho. (208) 383-6374 days or (208) 376-4248 eves.

LANCER 28, 1979. Tiller, autopilot, very clean, batt charger, BBQ, new halyards, 10hp outboard, Porta-Potti, AM/FM cassette, dodger & other canvas, 2 headsails, VHF radio, alcohol stove, new battery. Need to sell. \$7,000 obo. (510) 658-5519.

CATALINA 25, 1984. Singlehanded swing keel model with EZ Loader trailer. All options with these new items: Force 10 propane stove, Doyle main, Ronstan mainsheet & Garhauer rigid vang. Also includes Honda 4-stroke, marine head, depth, VHF, compass, sailcover. \$10,500. Please call (650) 577-2933 or bparis@cbrichardellis.com

ERICSON 27, 1974. Great Bay or ocean boat. Liveaboard, 6'2" headroom. 2 mainsails, 4 jibs, Atomic 4, stereo, VHF, depth, refrig, sink, enclosed head, anchor, 2 batteries w/charger & shorepower. New boom, compass, cover & cushions. \$9,500 obo. (650) 728-5945.

26-FT PEARSON. Main & 2 jibs, lifelines, cockpit cushions, sleeps 4, Honda outboard. First \$4,500. (408) 534-1361.

26-FT NORDIC FOLKBOAT, 1958. Mahogany planking, bent oak frames. \$2,800. Please contact (949) 509-1268.

ISLANDER 28, 1977. Rebuilt Volvo MD11C, approx 150 hrs. \$14,000 obo. Game Fisher 25 hp, new, low hrs. Cost \$21,100, asking \$1,200. Complete with tank. Home, (510) 234-5127 or work, (510) 919-6842.



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CATALINA 25, 1978. Roller furling 150%, 110% jiffy reefing, Lazy Jacks on triple reefed, fully battened main, fixed keel, '96 15 hp w/electric start, alt & controls. 2 time Sea of Cortez vet. Awning & ground tackle. \$7,200. Rich, (530) 677-5395.

COLUMBIA 26 MKII, 1968. Fin keel, solid, roomy sloop with enclosed head. Sleeps 5. VHF, inflatable, stereo, stove, main, 2 foresails. \$3,495. Will consider non-eq partner, financing with good down & credit. (510) 787-6884. Trade for equal value pick-up truck.

29 TO 31 FEET

CAPE DORY 31, 1984. Millennium ready cutter anchored in the Fiji Islands. Watermaker, autopilot, new canvas, full sailbag, reconditioned diesel, fully equipped galley, 1998 inflatable with outboard. US/Fiji duty paid. Asking \$38,000 US. Email: lehibou@is.com.fj

CATALINA 30, 1979. All new in last 2 years. Completely rebuilt Atomic 4, runs perfect. Interior cushions & covers. All thru-hull valves, dodger & sailcover, halyards, some standing rigging. \$15,000 firm. (707) 374-2999.

30-FT RAWSON KETCH, 1962. Equipped for cruising, diesel, 80 gal fuel tanks, watermaker, generator, refrig, self-steering, GPS, inverter, plus more. Documented. \$10,000. Marina Mazatlan. (619) 390-3394 or FCBien@Prodigy.net

OLSON 29, inboard. Excellent condition, very fast. New epoxy bottom, rudder from Moore Sailboats completed 11/10/98. New trailer. 3 sets sails: 1 Dacron, 2 Kevlar. 2 chutes, depthfinder, speedometer, VHF, compass, Autohelm. \$24,500. Call (702) 833-4222.

BABA 30. Bluewater vet, well equipped. Perkins M-30 hp diesel, windvane, radar, Zodiac & 6 hp, many sails & cruising spinnaker, windlass, extra ground tackle. Good deal at \$45,000. Please call (805) 924-1012 or ab6fm@thegrid.net

CATALINA 30, 1978. New main, jib & roller furling purchased 1997. Natural gas stove, dodger, Autohelm, Loran, depthsounder, wheel steering, Atomic 4 engine runs well, 110 electric refrig, pressure water. \$12,900. (510) 357-6356.

CHEETAH 30. Brand new 30 ft trailerable sport boat. The ultimate in performance at one fourth the cost of a Melges 30. All you need is sails & an outboard! \$29,995. Two available. Call Kurt at (619) 585-3005.

OLSON 911SE, 1990. Fast, beautiful & comfortable 30 ft racer/cruiser. Well cared for. Diesel, tiller, new bottom & keel faired 3/97. Full galley, enclosed head, dodger, 4 jibs, 1 main, 1 spinnaker. Navico instruments, Sailcomp, Micrologic Loran. \$38,500. Call (925) 746-0270 work or (510) 526-3565 home.

31-FT MARINER KETCH. Perkins 4-107, great liveaboard, well laid out, mahogany interior, VHF, DS, KM, KL, solar panel, LP range w/oven, extensive ground tackle. In La Paz. \$24,900. Phone (011) 52-112-73229 for details.

FREEDOM 30 SLOOP, 1987. Outstanding quality "go anywhere" sailboat. Fast & easy to sail with freestanding carbon fiber mast, new electronics, battery system, refrig, dodger, autopilot, etc. All systems upgraded & very well maintained. \$54,950. Owner, (714) 432-9200.

ERICSON 30+, 1981 SLOOP. Fully restored, upgraded, in mint condition. Universal diesel, new North sails, plus restored back-up sails, lots of extras. This boat has been professionally upgraded. Complete documents of repairs available. This is one of the most popular boats in a sailing club. The owner enjoys a substantial positive cash flow & tax advantages. Enjoy Bay sailing & get paid too! Owner needs to sell due to auto injuries. \$30,000 or best offer. (209) 525-9390 or (209) 537-1535.

HUNTER 30, 1991. Comfortable roomy cabin. Roller furling jib, fully battened main. 18 hp Yanmar diesel. H/c pressure water, shower, 2 burner stove/oven. Bimini cover. VHF, AM/FM, cass, 10 CD changer. Battery charger. Quick upwind. Very clean. \$44,500. (650) 508-0392 or 685-6052.

COLUMBIA 8.7 (29-FT), 1979. Volvo diesel: dual fuel filters, dual oil filters. New standing rigging & rebuilt boom. 2 jibs, 1 main, 2 spinnakers. Wheel steering, cockpit table, etc. Refinished interior. Very roomy & clean. \$17,500. (408) 262-7013.

YANKEE 30, HULL #30. Fiberglass, clean, very good condition, new exterior paint. Atomic 4 engine. \$16,500. (619) 296-1454.

COLUMBIA 8.7, 1977. 29 ft cruising sloop. Wide body, amazing space & headroom. 2 headsails plus spinnaker, near new Yanmar 2GM20 diesel. Solid, quick boat, surveys well. Could use some cosmetic care. \$10,500. (510) 795-6800.

ERICSON 30+, 1983. Well maintained by one owner. Main 3 yrs old, Harken roller furling with 130%, Mylar 150%, 90% & spinnaker with gear. Lines aft with locks. Folding prop, 7 winches, 4 selftail. B & G homet instrument system, Autohelm. Propane stove with broiler, 40 gal h/c pressure water, Adler-Barbour refrig, auto bilge pump, separate shower pump, 3 gel batteries, charger, stereo, VHF, Loran, cockpit cushions & table. \$27,500. Call (650) 326-3680.

ERICSON 30+, 1981. Roller furling 150%, 110%, 90%, jiffy reefing, Lazy Jacks on main, all lines to cockpit, mast & boom refinished '97, valve job on 20 hp diesel '98, DS, GPS, VHF, stereo. Located San Carlos, Mex. \$22,000. Rich, (530) 677-5395.

CATALINA 30, 1978. Back from Mexico. Too many extras to list. Will be in Redwood City by Dec 5th. \$16,000 obo. Call (415) 793-2952.

COLUMBIA 29. Quality S&S designed Bay cruiser with good running Atomic 4. Good sailing boat that's forgiving in rough weather. Comes with FG dinghy, 5 hp outboard, extra Atomic 4. Choice slip at Coyote Point. \$6,000. (650) 617-0137 wk or (650) 631-6675 hm.

OLSON 29, 1987. 18 bags, dry sailed, trailer, outboard, Signet Smartpak, carbon rudder. Winners: 3x Dbl Farallons, SCruz-SBarbara, 2x Coastal Cup, 2x Ano, SCruz Offshore, Oakland-Catalina, 2x Windjammers. 3rd PacCup, 5th Olson 30 ODCA. \$20,000 obo. Call (510) 623-4811 or email: dan_nitake@credence.com

CASCADE 29.5, 1969. Pre-embargo fiberglass hull, Sitka spruce mast, mahogany trim & cabin. Sleeps 6. Alcohol stove. South Beach Harbor berth. Diesel engine. Moving inland forces sale. Ongoing restoration project. \$8,000 obo. Call Bret, (530) 359-2561.

30-FT BIRD BOAT #10, GREY GOOSE. Honda 5 hp 4-stroke, 2 year old North sails. Mostly rebuilt & ready to go. Asking \$9,000. Please call Jock at (510) 234-8309.

AKIDO 30, fiberglass spin-off of Eric Tabarly's *Pen Duick V* (San Francisco to Tokyo record holder for 25 years). Full sails, Yanmar, VHF, GPS, upgraded electrical, Autohelm instruments, 6 winches, ground tackle. Asking \$16,000. Please contact Patrick, (510) 381-2905 or call Mike at, (510) 653-8815.

S2 30, 1978. Excellent craftsmanship, great condition. Yanmar diesel, new interior, oak floors, teak, 3 anchors, roller reef, full battened main, Autohelm, depth, knot, VHF, hot water, refrig, shorepower. Liveaboard. Call (650) 333-2088 or (925) 833-7612.

ERICSON 29, 1976. Wheel steering, inboard engine, 2 speed winches, 4 jibs, double reef main, multistage Smart battery charger, new compass, exhaust system, 2 anchors, complete MOB system. Recent standing & running rigging. Clean boat. \$19,000. Sausalito slip. (415) 457-6182.

32 TO 35 FEET

33-FT ISLANDER, 1965. Harken 2 speed, chrome, self-tailing winches. Lectrasan toilet. Furling genoa w/130 sail. Autohelm. Bottom redone 1996. Stern rails. Atomic 4 engine overhauled in 1996. Whisker pole. \$28,000. Zodiac SII, 5 hp Nissan, \$1,000. Contact Jim Mitchell, (916) 965-4992.

NEWPORT 33, 1984. Fortman Marina, H32, Alameda. Unique cabin. Jib furling, autopilot, diesel w/600 hrs, sailcovers, dodger, cockpit cushions & screens, stove, refrig/icebox, speed/depth/wind, VHF, Loran, RDF. 2 headsails, main, gennaker & pole. \$35,000. (831) 476-8360.

CATALINA 34, 1987. New bottom paint, appraisal, shaft repacked & inspected 7/98. New exhaust system 6/96. All sails & covers in great shape. BBQ, gas stove, refrig, depth, knot, 2 anchors, spreader halyard, Universal 4 with 880 hrs. New stereo CD, custom blue cockpit cushions. Blue interior. Hull #295. Excellent shape. \$49,000 obo. (707) 422-7311 dys, (707) 448-4663 eves, email: mking@castles.com

RANGER 33, 1972. Gary Mull racer/cruiser. New Yanmar 3 cyl diesel & standing rigging in '94. Extensively refit in '98 including wood & paint. Dodger, wheel, roller furling. Garmin GPSMAP 220. Race, cruise, liveaboard. \$24,500. Please call (619) 223-8777.

33-FT COSTA RICAN CUTTER. Heavy const mahogany on fir. Completely rebuilt Volvo M23B eng. Roller furl, main, needs galley construction & paint, etc. Full headroom, great liveaboard. Lots of gear. Owner leaving country. An excellent buy at \$6,500. (415) 460-8771, message.

33-FT OCEAN INDUSTRIES, custom built world cruiser. Full keel. Teak interior. Overrigged. New Yanmar diesel. 9 ft Avon with 4 hp outboard. Will consider partial trade for motorhome. TV/VCR, AM/FM cassette, GPS, etc. Turnkey, beautiful. \$32,900 obo. (619) 298-3278. San Diego.

CAL 34, 1968. In excellent condition. Roller furling, selftailing winches, CNG, refrig, Atomic 4 runs good, new lifelines & shrouds, bottom job & cutlass bearing 10/98, full canvas cover. Many more upgrades, must see! Great liveaboard. \$21,000. (510) 769-0656.

32-FT SWEDISH SLOOP, 1964. Fiberglass, full keel. Great cruiser/liveaboard. Sleeps 5, 4 sails plus spinnaker, Volvo MD2B runs great. Windlass, GPS, VHF, head & holding tank, galley & oven. A unique vessel. Reduced for quick sale, \$12,000. Call (415) 924-6929.

RANGER 33, 1975. Clean boat, ready for the Bay or beyond. Diesel, tabernacle mast, pressure water, VHF, KM, DS, new dodger. \$25,000. Call (805) 227-4933.

HUNTER 33, 1980. Furling, Lazy Jack, jiffy reefing, selftailing winches, lines aft, wheel, depth & knot, compass, Autohelm, dodger w/winter cover. AC/DC shorepower, 12/120 refrig, propane stove/oven, h/c pressure water & shower, LP paint, 15 hp diesel. \$29,950. (916) 966-1677.

32-FT STEEL CUTTER, 1990. 20 hp Albin diesel, windlass, stove, refrig, waterheater. Documented. Partial trade/truck? Needs mainsail & winches. \$18,000. (415) 956-2528.

32-FT AFTER CABIN, MID-WHEEL & COCKPIT. Generator, dinghy & motor. Very, very big inventory. Lots of sails. Great liveaboard. Her name is *Precious*. She is a good looker. \$19,000 or trade maybe. (510) 548-6655.



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35-FT SANTANA, 1979. Good condition. New mast, strengthened floor, new floorboards, new hull paint. All equip working. 12v ref. Safegas oven. Sails like new. Must sell soon! I own 2 boats! Moored in Long beach. Ray, (714) 894-1172, days.

FREEDOM 33, 1981. Unique boat, outstanding condition, originally commissioned for singlehanded Bermuda race. Cat ketch, carbon fiber masts, fixed keel, completely equipped for liveaboard. Liferail, Autohelm, Yanmar, etc. \$59,000 obo. Call for more info, (253) 627-8830.

CATALINA 34, 1987. Immaculate. New dodger, canvas, varnish & halyards. Furling jib & genny. Cruising chute w/sock. Full batten main. Windlass, radar, wind, speed, depth, refrig. Under 600 hrs. Sausalito berth. Burt at (916) 421-7804 or email: b-jmchesney@worldnet.att.net.

35-FT CORONADO, center cockpit, aft cabin, new 27 hp Yanmar diesel, new oversized rigging, refer, cockpit dodger, windlass, Fatty Knees dinghy, outboard, davits. Excellent cruise or liveaboard. \$37,500. In Sausalito. (310) 821-1958.

ERICSON 35, 1983. Excellent coastal cruiser, liveaboard. Larsen main, 100% jib. Harken furling, Universal diesel, dodger, CNG, refrig/freezer, pressure water, shower, Lectrasan. Beautiful teak interior. Dry docked in Alameda. Need bottom paint, minor repairs. Discounted at \$43,000. Call (408) 260-1247 or susunguyen@yahoo.com

MORGAN 32, 1981. 2nd owner, beautiful teak interior, engine 825 hrs, GPS, 5 sails, TV/stereo, hot water & holding tank, 2 burner LPG stove, micro, icebox/freezer. See for yourself at www.YachtReview.com/Beyond_Reach or call (209) 524-1879.

CATALINA 32, 1996. Fast racer/cruiser, fully equipped. B & G instruments, GPS, VHF, electric frig, h/c shower in cockpit, 300 ft ground tackle bow & stern, full battened main with single line internal reefing system & Dutchman. 30% more room than a C30 & priced below market at \$62,000. (805) 962-2826 or email: anchor@sbsailctr.com

36 TO 39 FEET

38-FT FARALLONE CLIPPER. New rigging, newly rebuilt engine, new wood stove, hull & keel painted, hauled & surveyed fall '97. Beautiful wood mast. Mahogany on oak frames, 2 mains, 120%, 150%, new 180% genoa, blooper, spinnaker, club. Asking \$22,000. (415) 331-1116.

38-FT FARALLONE CLIPPER #2, MISTRESS. Classic Bay boat. Incomparable history. Comes complete w/8 sails, extra engine & too much else to list. Recent extensive refit. Check her out at <http://home.pacbell.net/ericm>. Asking \$18,000. Contact me at eric-m@worldnet.att.net or leave message, (415) 648-6062.

HUSKY, 36'x11'x6'x28", 12 TONS, steel cutter, 1983. EPIRB, GPS, Avon, Aries vane. Ready to cruise. Excellent condition. (707) 442-4281.

38-FT FARALLONE CLIPPER, #15. Mahogany on oak, bronze fastened, monel tanks. Bright spruce mast, teak decks. A top quality boat, owned, maintained & upgraded by a professional woodworker. Beautiful boat! \$30,000. (510) 522-5404.

HUNTER 376, 1996. Like new (approx 100 hrs on 36 hp Yanmar). Deep keel (6.5 ft), Autohelm depth, knot & wind instrument, Garmin GPS Map, Heart inverter, Martec folding prop, seawater/air refrigeration. Beautiful layout, like a condo. \$122,000. (408) 353-3393.

CATALINA 38, 1992. Roller furling headsail, spinnaker, boom brake, Lazy Jacks, double spreaders, mast steps, windlass, diesel. 3 speed winches, cushions, bimini, new dodger, teak table, swimstep, Autohelm. Alcohol stove, AC/DC freezer & separate refrig, microwave, h/c pressure water. Surveyed, bottom painted June '98. \$48,000. Martinez Marina. (925) 691-6046.

38-FT INGRID, BLUEWATER BOATS hull & deck, ballast in, tanks in, interior partly roughed in, have chain plates, spruce mast & wood for other spars. Yanmar diesel also available. \$33,000 obo. (415) 868-2401.

BENETEAU 35s7, ORANGE BLOSSOM SPECIAL, for \$110,000. Proven 1994 built racer/cruiser (3rd overall in Singlehanded TransPac). Extensive upgrades/equipment: fully integrated Autohelm AP, Tri-data, GPS, wind & radar plus SSB, 450 amp battery, extra tankage & many sails. Professionally maintained. Must see to appreciate the rich cherry wood interior, full galley, comfortable main salon, fully enclosed head & shower w/pressurized hot/cold water. Ed English, (925) 820-4858 or ejssailor@worldnet.att.net or <http://home.att.net/~ejssailor/index.html>

ISLAND PACKET 38, 1988. Excellent condition. Major refit since '95, over \$40,000 value. Windlass Autohelm 6000, watermaker WaterSurvivor 8011, dinghy davits, radar, power inverter, liferaft, EPIRB 406 Mhz, new cruising sails, auxiliary stainless steel diesel tank 50 gals. Stainless steel arch with 4 solar panels, 4 solar vents, new fiberglass dodger, new bimini, etc. Located in San Carlos, Sonora, Mexico. \$145,000. No sales tax. For details please call: (011) 52-622-70160 or (530) 257-3948.

A LOT OF BOAT, NOT A LOT OF MONEY. 1975 Morgan 36T, one ton offshore racer/cruiser. Strong boat with 8 sails, diesel & tiller steering. Needs detailing & some paint, but is otherwise in good condition. \$21,500 obo. (415) 835-2180.

ISLANDER 36. A proper yacht. Diesel, full race sail inventory & equipment. New upholstery & sail cover. Freshly painted bottom, topsides, deck, mast & boom. New electronics & new port lights. Days, (415) 392-8204 or eves, (415) 435-0652.

CAPE DORY 36, 1984. Cutter, roller headsails, diesel. '96 refit at \$50,000 cost. Lightly used, carefully maintained, great looking. All cruising goodies, plus. Located SF Bay. Would be difficult to find better, more seaworthy vessel. \$115,000. (415) 461-5902.

HUNTER LEGEND 37, 1990. Great liveaboard. 2 roller furling jibs, 2 spinnakers, Raytheon radar, Garmin 120 GPS, Autohelm ST 4000, plus more! Fast bluewater veteran. For photos & information visit: <http://home.pacbell.net/isaisf>. \$69,500. Call (415) 346-7783 eves.

EXPRESS 37 PRIMORDIAL SLOOP, 1988. Original owner. Immaculate yacht with cruising interior, 27 hp Yanmar with heat exchanger. Martec folding prop. Autohelm 2000, Signet, Harken roller, wheel, 7 selftailing Lewmars, 5 North sails. \$96,000. (408) 531-0767.

CT-38, 1984. Sloop built by Ta Chiao, fast ocean-going cruiser, teak deck, 30 hp diesel, 5 sails, roller furling, windlass, radar, depthsounder, knotmeter, beautiful teak interior. Vessel is in good condition. Docked in fresh water. \$49,000. Call (925) 516-9190 or fax (925) 516-8665.

ERICSON 38, 1989. Absolutely pristine. Always under full boat cover. Original owner. Located San Diego. (760) 737-0189 or email—winkie2@ibm.net

40 TO 50 FEET

43T HANS CHRISTIAN CUTTER, 1982. Outfitted in U.K. One owner, world cruiser, substantial upgrades, new equipment, Aries. \$219,000 obo. (360) 378-7785 or P.O. Box 2778, Friday Harbor, WA 98250.

48-FT AMEL MARAMU, 1986. If you are familiar with, and looking for an Amel, this may be the boat for you. We are currently cruising the Caribbean & will end our 3 yr dream next spring. Boat extensively equipped including patented Amel furling system, autopilot, GPS, radar, SSB, VHF, TV/VCR/CD player, freezer & everything else you would ever need, right down to the china & silverware. We can deliver the boat to the Virgins or Florida about June '99. We will return home for the month of December & can be reached by phone at that time. Please call only if you know something about the Amels & are really interested. \$195,000. (408) 929-2928.

FREEPORT 41, 1976. Center cockpit ketch. Large aft cabin with head & shower, forward cabin with head, large salon, nice galley with propane stove, microwave, 2500 watt inverter. New gel batteries, 85 hp Lehman diesel, 200 gal fuel & water, 200 amp high output alt. 2 top loaded freezers/refers, newly certified 6-man raft. This boat is set-up for cruising or liveaboard. \$20,000 in upgrades, asking \$79,500. Call days, (800) 331-7626 or nights (916) 791-0362.

MASON 43 CUTTER, HULL #5. Turnkey offshore cruiser. Documented, admeasured. Major refit '91, upgrades '94 & '97. Radar, autopilot, Profurl, Lewmar hatches, windvane, liferaft, dinghy, Windbugger, solar, awnings, dodger, more. \$149,000. (970) 247-1632 or view at: www.frontier.net/~lgalbraith

WHITBY KETCH, 42' x 13' x 5', Canadian built 1974 Brewer design. A serious cruising yacht, exc condition with new sails ('98), full batten main, Harken roller jib. New rigging & canvas '96, 300 gal water, 210 gal fuel, lg center cockpit, lg freezer & frig, 2 private staterooms with heads/showers, engine room. Perkins 85 hp, 3 kw diesel generator, autopilot, hydrovane, 6 man liferaft, hard bottom Avon with o/b, electric windlass. HAM, SSB, VHF, GPS, storm sails. Lying South of France, ready to continue. \$90,000. Contact: frrennie@hotmail.com

SATORI, 1984 SEA EAGLE (TAIWAN) 47 ft pilothouse cutter. Beautiful lines, well kept. FRP w/epoxy bottom & bilge. One owner. Dived every 90 days. Maintenance records. SFO Bay only. Sleeps 9. 2 staterooms, 2 heads w/showers, large salon, galley. Large, comfortable pilothouse, inside/outside steering. Gimballed radar, GPS, electronic plotter, stereo, VHF, roller furling, hydraulic steering, 70 hp diesel, low hrs, new dink w/outboard. Tools, spares, 15 lifejackets. Lying Marina Village, Alameda, CA. \$130,000 firm. Specs & photo, (541) 947-3330 or freelife@triad.com

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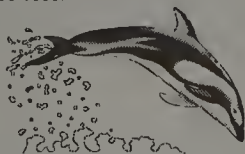
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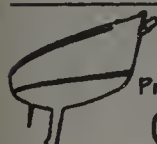
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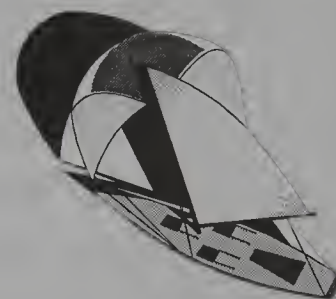
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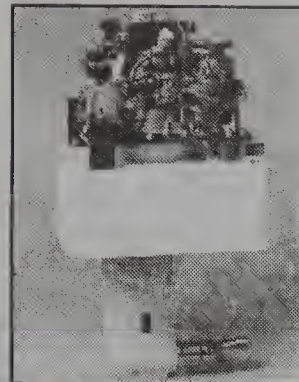
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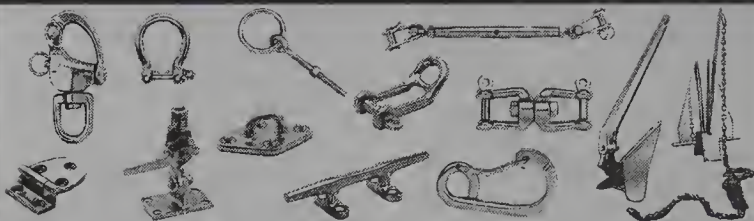
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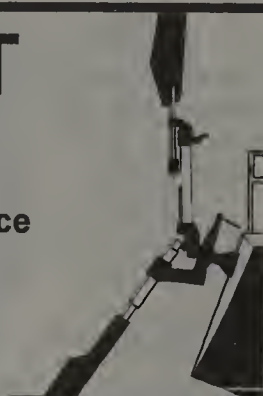
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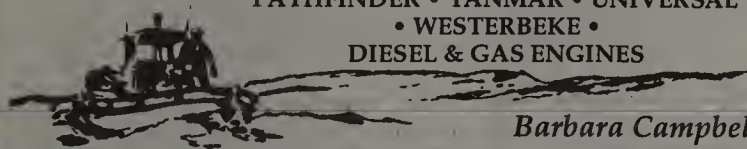
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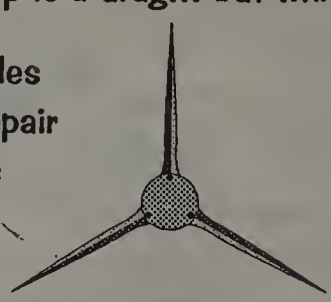
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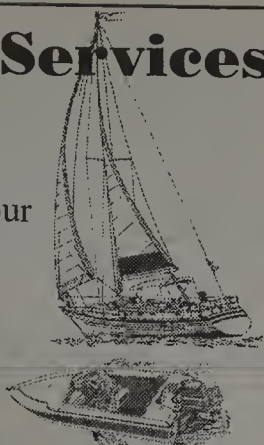
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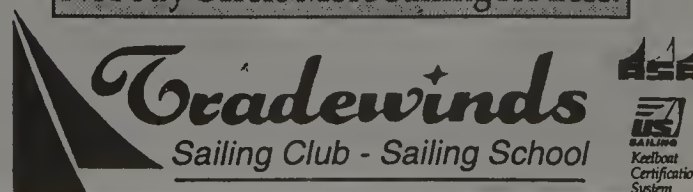
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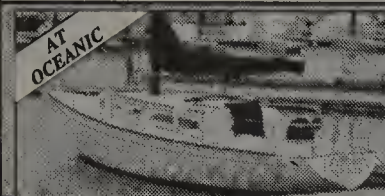
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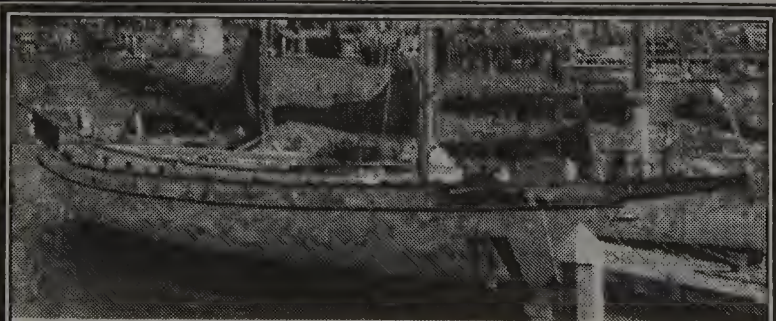
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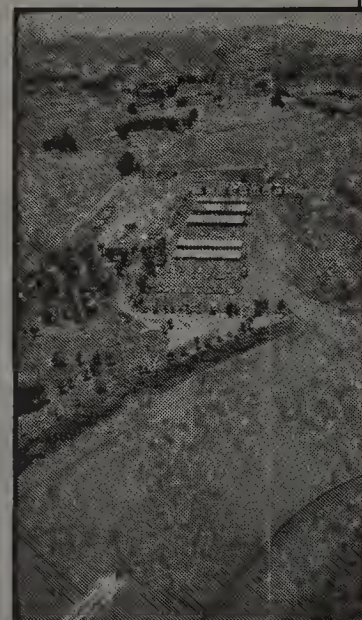
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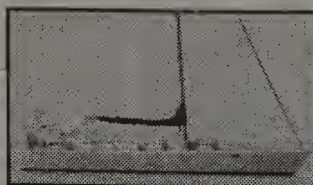
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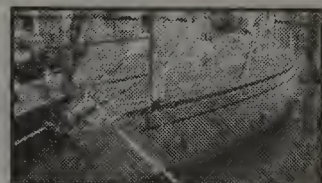
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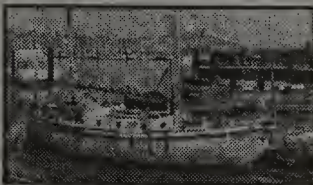
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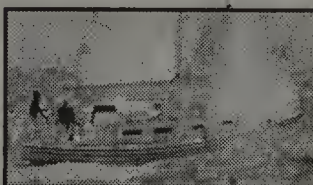
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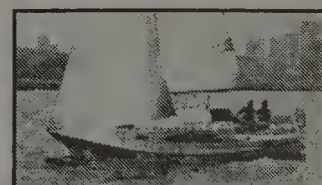
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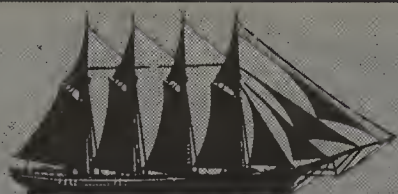


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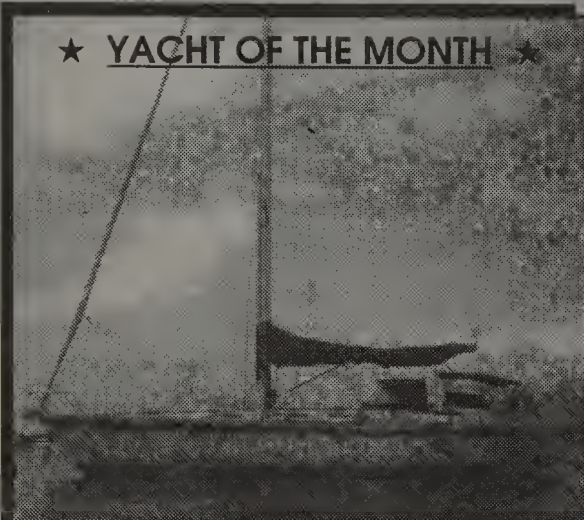


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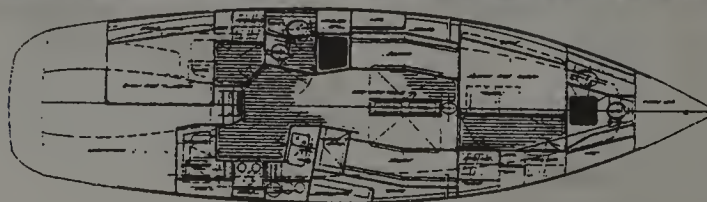
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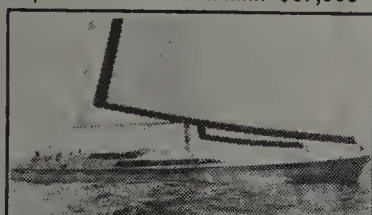
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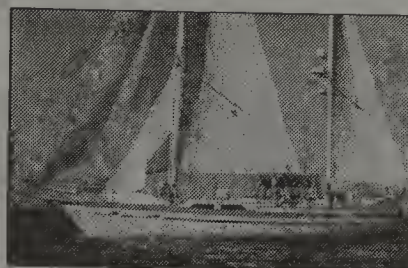
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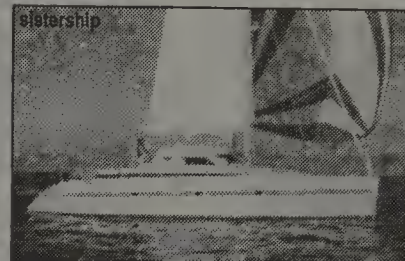


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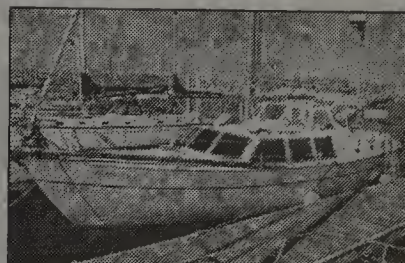


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Watermaker, generator, air conditioning, washer/dryer, SSB, radar, roller furling and more.

46' CAL 2-46, '74
\$115,000.

Watermaker, full detachable cockpit enclosure, hard dodger and full epoxy bottom job.

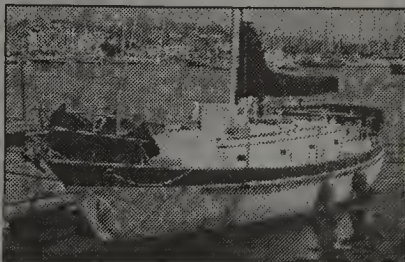


35' FANTASIA SLOOP, '79
\$58,000.

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32' VALIANT, '76
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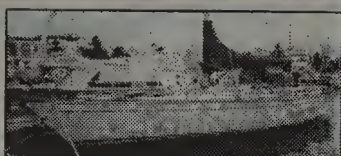
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53' SWAN. Built in 1991 this popular Frers designed yacht is one of the last built and shows light use. Impressive inventory including current electronics and generator.



51' SWAN. Commissioned in 1983, this successful Frers design features owner's aft cabin w/ensuite head, 2 guest S/Rs forward. Consistently upgraded; offshore equipped.



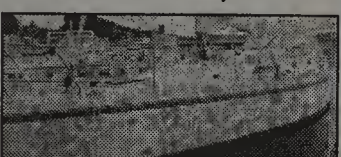
63' CHEOY LEE MS. Built in 1983, this ketch has twin Cat 3208s, 2 generators, air conditioning, updated galley, enclosed PH, 4 staterooms, workshop and spacious salon.



58' ALDEN. Built in 1975 this Boothbay yawl has always been kept in yacht condition. Recent upgrades include sails and electronics. A true bluewater world class yacht.



NORSEMAN 447. Built in 1985, Pegasus went through a major refit in 1997. Custom aluminum hard dodger, EZ Furl mast, new oversized winches & all new running rigging.



44' NORDIC. Built in 1981, this Robert Perry designed racer/cruiser has seen most of her life in the fresh water of the Great Lakes. Full cruising amenities. Recent price reduction.



41' HANS CHRISTIAN. Built in 1984, she has just returned from a 5 yr. Pacific cruise. Fully equipped with all cruising amenities and many recent upgrades. Price reduction.



40' ISLANDER. Built in 1978, fast on all points of sail. You can race or cruise. This one owner boat has an extensive sail inventory and has been continually upgraded.



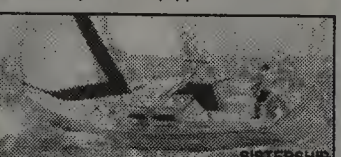
36' C&C. Built in 1980, this C&C 36 can sleep 6 comfortably in her spacious accommodations. Double spreader rig with lines led aft for easy sail handling. Fast, popular boat.



42' HUNTER. Built in 1993 this Hunter 42 has a spacious interior with open main salon and 2 separate S/Rs both w/centerline queen berths. Fully cruise equipped.



36' HUNTER VISION. Built in 1994 she features twin aft cabins, spacious interior, super clean, dodger, windlass, low hours. Priced to sell. At our docks.



36' CATALINA. 2 available. Built in 1983, great Bay sailer! Spacious interior, sleeps 6, Autohelm, solar powered. Full canvas, enclosed cockpit. A lot of boat for the money.

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30' SONIC, '94	35,000	41' C&C, '84	110,000
30' FREEDOM, '87	60,000	44' HANS CHRISTIAN, '81	219,000
32' FREEDOM, '84	55,000	45' MULL, '81	127,000
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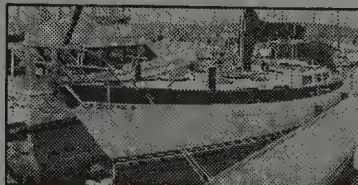
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38' HANS CHRISTIAN, '81. Three staterooms, Isuzu diesel, full electronics, galley with A/B refrig, microwave, copious drawers and cupboards. Upgraded standing rigging. Monitor wind-vane, 2 dinghies: rigid and inflatable. New to market. Asking \$110,000.



35' CORONADO, '71.

30hp diesel, North main with Dutchman system, roller furling, autopilot, dodger, very roomy, new to market.



42' BENETEAU, '85. Perkins 50hp diesel, 3 S/Rs, rigged for cruising or racing. Interfaced AP & GPS, Gatorback full batten main w/Dutchman system, 10+ sails for race and cruise. She's a winner and she shines! Call for brochure.

30' Catalina, '81...Try \$20,000 34' Olson, '88...Try \$45,000 47' Kaufman, '85...Try \$170,000

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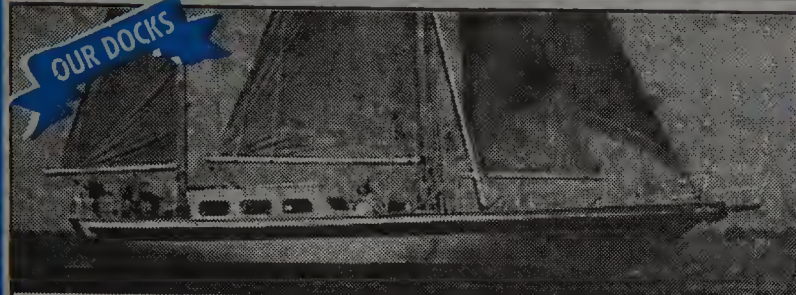
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44' ENDURANCE STEEL KETCH, 1984

Built by Arma Marine in England. Cruised extensively from England to New Zealand. Lehman 80hp diesel, 200 gals. fuel, GPS, Autohelm, Aries windvane, Isotherm fridge/freezer, spars gold anodized alloy, 7 berths, Taylor kerosene heating system, Force 10 propane stove, roller furling, round bilge steel ketch designed by Peter Ibold. Wonderful bluewater vessel. Sistership sold for tens of thousands higher. **A steal at \$109,000.**

NEW LISTING



46' SEA STAR PILOTHOUSE CUTTER, 1983

One-owner Ted Brewer designed beauty. Great cruiser or live-a-board. Solidly built heavy displacement vessel with modified full keel and skeg hung rudder. 80 hp Lehman diesel. Roller furler jib, clubfooted staysail. Full electronics, including new Furuno radar and Micrologic GPS, new Heart inverter. Spacious teak and mahogany twin cabin interior, teak decks. Downtown Sausalito slip. **Just reduced to \$138,000, well below market for quick sale!**

OUR HARBOR



60' ALUMINUM WORLD CRUISING KETCH, 1975

Aluminum proven world cruiser. Impeccable construction. Lots of gear. Self-steering, washer dryer, full size Norcold refrigerator, roller furling. All oversized gear, massive rigging. Downtown Sausalito slip. **Drastically reduced to \$199,000/offers.**

OUR HARBOR



GARDEN PORPOISE 50' CORTEN STEEL KETCH MERRIWEATHER, 1975

ILLNESS FORCES IMMEDIATE SALE

Long range cruising ketch. A go-anywhere vessel, 6 cyl. diesel, massive rigging, dinghy, lots of headroom.

This won't last at **\$58,000 or best offer.** Hull alone would cost hundreds of thousands to build today.

OUR HARBOR



33' PEARSON, 1976. Over \$10,000 spent over last six months — this is one of the cleanest examples of this robustly built vessel we've seen. New (1996) Yanmar diesel. Profurl roller furler (1998) and extensive sail inventory. Pressure water, cold plate reefer, redone head (1998). Prime Sausalito YH slip. **\$36,000.**



35' HINCKLEY, 1969

Timeless design, this Bristol 2-owner boat was maintained by Hinckley for her first 23 years. R/F, new sails/dodger, new Harken ST winches, new Max Prop folding prop. Full electronics incl. new GPS/Chart plotter. Westerbeke 35 hp dsl w/low hrs. F/G hull, full keel w/cutaway forefoot. **\$99,900.**

OUR HARBOR



32' DREADNAUGHT CUTTER, 1982.

Solid, well-built canoe-sterned cutter with prime Sausalito Yacht Harbor slip. Full sail inventory, dodger and self-tilting winches. Interior beautifully done in yellow cedar and white formica. Kerosene heater, pressure water. 37hp Westerbeke diesel with easy access. 8.5 ft. soiling/rowing dinghy. **\$43,500.**

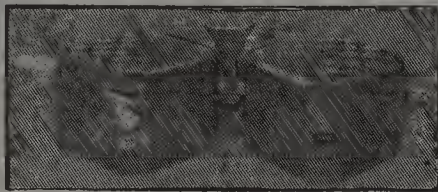
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'80 Hans Christian - 43' T
Ketch rig - \$161,500
 Very clean, 3 staterooms, electronics, dinghy w/ OB standalone shower, refrigeration. Epoxy barrier'd in 1997, 5 year warranty. Looking for quick sale. Come see, make OFFER, Take home a great boat.



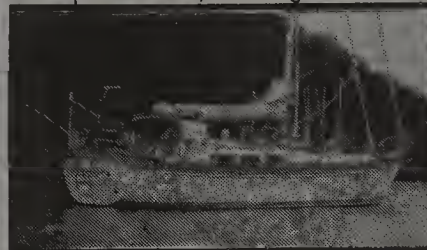
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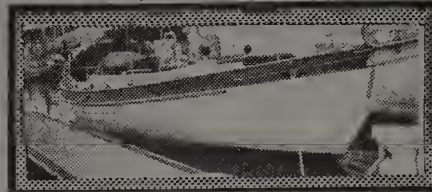
'78 Ranger 33' - Great first boat OFFER
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'88 Hans Christian - Christina 43'
 The perfect cruising boat. Has everything. Water maker, Inverter, Electronics, Pullman



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45' PH TRAWLER, '79	\$149,000
40' CHRIS CRAFT, '60	\$36,500
37' C&L SEA RANGER	\$74,500
36' HATTERAS, '72	\$79,900
34' CHB	New Listing \$47,500
31' CHRIS CRAFT, '95	\$74,500
31' CHRIS CRAFT COMMANDER, '70	\$27,500
31' CHRIS CRAFT, '64	\$11,500
31' WELLCRAFT, '81	New Listing
28' CARVER, '77	\$26,500
28' WELLCRAFT COASTAL, '88	\$29,900
26' WELL CRAFT, '81	\$24,000
24' CABO	\$39,900

SAIL

39' LANDFALL, '77	\$59,900
37' BANJER PH, '69	Reduced to \$97,950
33' HUNTER, '79	\$35,000
32' BENETEAU, '84	Reduced to \$36,900
32' ERICSON, '73	\$15,500
31' SOUTHERN CROSS, '78	\$44,500
30' LANCER, '79	\$14,500
30' ISLANDER, '84	\$29,000
29' CAL, '74	\$12,900
28' PEARSON, '86	\$26,000
27' SEA SPRITE, '81	\$23,000
27' CATALINA, '79	\$12,500
25' PACIFIC SEACRAFT MkII	\$19,900
22' CAPE DORY, '85	\$12,000
20' FLICKA, '82	\$22,500



40' CHRIS CRAFT



37' C&L TRAWLER



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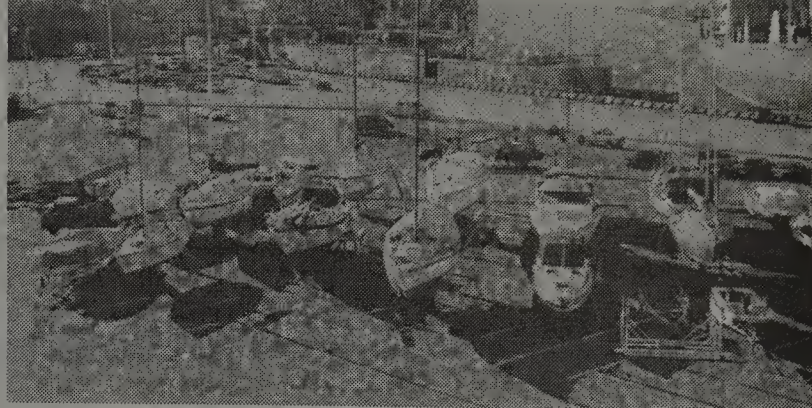


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27'	CATALINA, '77	7,500
29'	ERICSON, '67	Sold
29'	BUCCANEER 29.5, '81	7,500
29'	CAL, '74	13,000
30'	S2 6.5, '78	9,500
31'	CAL, '80	22,000
34'	CAL, '68	21,750
65'	MACGREGOR, '87	118,000

POWER

16'	EVENRUDE, '67	Call
23'	FORMULA OFFSHORE, '79	14,500
25'	ALBIN, '73	15,000
28'	BAHA CRUISER, '89	19,500
30'	SEA RAY, '79	Sold
32'	LUHRS FBSD, '70	33,000
34'	STEPHENS, '29	17,000

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37' HUNTER, '85. Cutter, roller furl, club foot staysail, s/t winches. Private aft S/R, head w/ separate shower, vanity. Roomy salon, nav station. Light use, well maintained. \$54,900.



46' NORDHAVN TRAWLER. A spectacular yacht. Exceptionally equipped and ready to cruise the world. \$635,000.
Also 50' FLEMING. \$606,000.



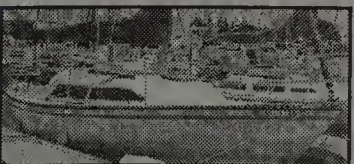
35' SPENCER. Sistership to Hal Roth's *Whisper*. Factory finished, fully cruise equipped, furling, lazy jacks, and much much more. \$59,000.



42' CALIFORNIAN LRC. Extremely well maintained by knowledgeable owner. Custom aft cabin, genset, AP, radar, GPS & more. \$110,000.



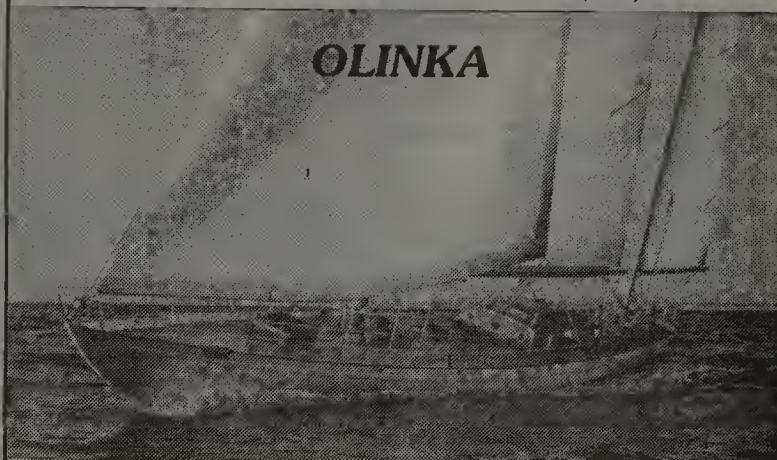
33' ROUGHWATER SLOOP. \$43,000.
33' YORKTOWN SLOOP. \$26,900.
30' S-2 YACHTS SLOOP. \$31,000.



30' LANCER '85. Spacious V-settee forward, aft double berth. Wheel steering, furling. Great condition, great price. \$18,500.

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A true pedigree classic yacht. Built in one of Europe's leading yacht yards in 1953. *OLINKA* has always been well maintained. Beautiful teak decks and interior. Aluminum masts. Recent improvements include new working sails, roller furling, new electrical and electronics. Also new tanks, anchor windlass. Perkins 4-108 diesel, refrigeration and lots of spares and extras. Will accommodate 8-10 people. Owner's cabin has double berth. Waterline length 45', 60,000 lb. displacement, 28,000 lbs. of lead ballast. Planking is 1 3/8" African mahogany over heavy oak frames, Cooper riveted fastenings. Price reduced to \$365,000. Located in Southern California. For further information and color brochure on this beautiful wooden classic please contact Tom Corkett at (949) 642-5735.



42' GOLDEN WAVE, '81. Performance bluewater yacht. Perry design built by Cheay Lee. By far the nicest on the market. Furling main, Perkins 4-108, Hydraulic backstay, AP, radar, max prop, dinghy & O/B. Reduced to \$129,000.

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YACHTS

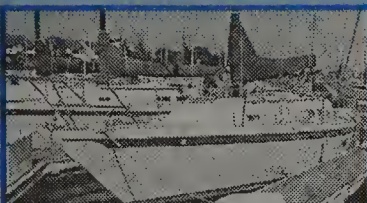
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35' CHEOY LEE 35. Sloop. 1980 Robert Perry designed performance cruiser. Dinghy, new canvas. Must see. \$52,000.



TWO HUNTER 37s, 1979 and 1982. Great boats for cruising and liveaboard. Great prices... \$38,000 and \$42,500.



GARY MULL 45, 1981
Cruiser or PHRF racer with comfort. SF-Hawaii 12 days in 1995. Let's go again! Asking \$127,000.



38' CAMPER NICHOLSON, '72. English craftsmanship. Anodized spars. ProFurl roller furling. Exceptionally clean. Built to Lloyds specs. \$49,500.



33' TARGA 101, '81. Beautiful center cockpit boat. Swedish built. Volvo diesel w/ low hours. Great sail inventory. \$46,500.



41' C&C, 1984	\$115,000
38' C&C, 1985	\$84,500
37'+ C&C, 1990	\$145,000
37' C&C, 1984	\$74,000
34' C&C, 1980	\$41,000

SELECTED CRUISING YACHTS

SAIL					
51' ALEUTIAN	'80	\$195,000	36' CATALINA	'83	\$55,000
51' PASSPORT	'84	\$275,000	36' COLUMBIA	'70	\$30,900
50' FORCE	'73	\$117,000	38' S2 11 METER	'85	\$62,000
46' SEA STAR	'82	\$149,900	36' CATALINA	'85	\$59,900
45' EXPLORER	'79	\$90,000	36' PEARSON	'77	\$59,500
45' MULL	'81	\$127,000	35' ERICSON	'84	\$47,000
44' HARDIN	'77	\$119,000	35' ERICSON	'70	\$28,800
43' STEEL PH	'88	\$85,000	35' ALBERG	'65	\$28,500
42' GOLDEN WAVE	'81	\$129,000	35' CHEOY LEE	'80	\$52,000
42' GARDEN	'67	\$75,000	35' CHALLENGER	'74	\$38,000
42' PASSPORT	'81	\$154,000	35' NIAGARA	'81	\$67,000
41' MORGAN	'73	\$61,500	35' ROBB	'63	\$45,000
41' SCEPTRE	'86	\$198,000	35' HUNTER LEGEND	'87	\$55,000
41' C&C	'84	\$115,000	34' C&C	'80	\$41,000
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40' SLOOP WOODY	'90	\$100,000	33' TARTAN TEN	'79	Sell
40' KETTERBURG	'59	\$28,000	33' TARTAN	'80	\$40,000
38' ERICSON	'81	\$89,000	33' PETERSON		\$35,000
38' CAMPER NICHOLSON kt		\$49,500	32' MARINER	'70	\$24,000
38' C&C	'85	\$84,500	32' WESTSAIL	'75	\$45,000
38' TAHITI	'76	\$22,500	32' WESTSAIL	'74	\$43,995
37' ESPRIT	'78	\$84,000	32' WOODY	'58	\$20,000
37+ C&C	'90	\$145,000	32' ERICSON	'76	\$19,000
37' HUNTER	'82	\$42,500	31' CHEOY LEE SLOOP	'69	\$23,000
37' HUNTER LEGEND	'88	Inquire	30' BRISTOL	'73	\$17,500
37' HUNTER	'79	\$38,000	30' HUNTER	'93	\$60,000
37' EXCELL CUTTER	'76	\$36,000	30' Wm. ATKINS	'79	\$12,900
37' C&C	'84	\$74,000	30' OLSON	'78	\$11,500
36' ISLANDER	'78	\$37,900	30+ ERICSON	'83	\$28,500
			29.5' HUNTER, loaded	'96	\$64,000
			29' CAL 9.2	'83	\$24,500
			29' RANGER, nice	'72	\$19,900
			27' MORGAN	'71	\$13,777
			27' CHEOY LEE	'69	\$18,500
			27' NEWPORT	'73	\$11,350
			25' PACIFIC SEACRAFT	'78	\$19,900
			25' CATALINA	'80	\$9,500
			POWER		
			60' BURGER	'58	\$252,000
			55' KNIGHT & CARVER	'77	\$195,000
			45' HAWTHORNE	'71	\$129,500
			42' KHA SHING FB	'84	\$149,000
			42' MATTHEWS	'56	\$65,000
			40' OWENS		\$45,000
			38' CHRIS CRAFT	'76	Inquire
			38' MATTHEWS	'25	\$24,900
			36' CROWN CUSTOM	'80	\$48,500
			35' CHRIS CRAFT		Inquire
			34' BAYLINER AVANTI	'89	\$58,900
			34' BAYLINER AVANTI	'88	\$58,000
			34' SEA RAY	'85	\$45,000
			33' CARVER	'76	\$42,000
			33' LUHRS	'72	\$26,000
			30' TOLLYCRAFT	'72	\$26,000
			28' WELLCRAFT Express	'85	\$31,900
			28' FIBREFORM	'79	\$14,000
			28' BAYLINER	'84	\$26,500
			24' SEA RAY	'86	\$13,500
			24' BAYLINER	'88	\$11,500
			22' BAYLINER	'93	\$15,000
			19' BOSTON WHALER	'89	\$17,850



37' ESPRIT/VALLIANT, '78. Just back from Mexico. Perry design. Fully equipped. New full batten main. New upholstery. Great cruiser! Asking \$84,000.



HUNTER 29.5, '96. Extremely spacious interior. Radar, autopilot, GPS, chart platter, full batten main, roller furling, and on, and on... \$64,000.



35' HUNTER LEGEND, '87. Fully equipped modern beauty. Freshwater boat through 1997. Reduced \$55,000.



46' SEA STAR, 1982. Terrific Brewer designed cruising machine. Excellently maintained. Inside and outside steering. Asking \$149,900.

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*Thank you for giving us our
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*We would love an opportunity to
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We would also like to welcome two new arrivals to the ABC Yachts Kids Team (Sailors in training). Joining Emily Prescott and Gabriella Gardella are Annika Seager (born 9/98) and Zoe McCormick (born 11/98). Welcome to you both!

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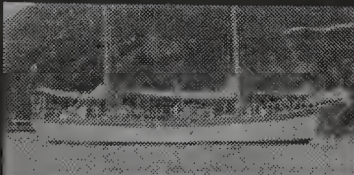
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JASMINE
108' THREE-MASTED STAYS'L SCHOONER
Lying in Eastern Med
A magnificent newly built traditional yacht offering full modern convenience and comfort. Ideal for personal pleasure or charter. **\$950,000.**



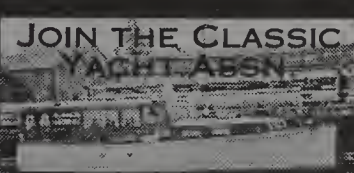
66' THORNYCROFT ketch, 17' beam, classic English styling, copper sheathed bottom, 3 staterooms, great cruiser, charter potential. **Asking \$67,000.**



20' CLASSIC ENGLISH SLOOP. Built 1991, diesel. An exquisite jewelbox of a boat in show condition. Has full cover and more. Must see! **Asking \$25,000.**



MULL NEW ZEALAND 45 Performance cruiser. 6 bags sails, SSB/VHF/GPS/EPIRB, etc. Dsl. Strong, NZ construction w/Gory Mull's excellent design. **Try \$125,000.**



36' STEPHENS classic sedan cruiser. Twins, new wiring and many recent upgrades. Shows pride of ownership. Great boat, great builder. **Try \$29,000.**



25' DONZI REGATTA. Only 85 hours on clock! 454 CID/330hp w/Bravo outdrive, trailer, fully equipped and ready to go! **Asking \$27,500.**



35' SPARKMAN & STEPHENS sloop, spinn., new dsl, Autohelm, H&C press. water & shower, strong f/g const. by Hughes of Canada, dinghy w/mtr. **\$37,000.**



62' LOA, 57' LOD JOHN G. ALDEN YAWL by Doughtless, '31. Lrg soil inventory, low hrs on dsl, new rig, full cover. **Legendary! Asking \$180,000**



46' TED BREWER design PH cutter w/dual steering stations, all gloss w/teak decks over, dsl, aft stateroom, loaded to cruise & full electronics. **\$149,000/offer.**

- SAIL**
62' MTRSAIL, Garden 6LX dsl 225,000
60' STEEL slp, strong cruiser... 165,000
56' HERRESHOFF Marica Palo schooner: exquisite!... 500,000
53' CHAS. MOWER YWL, classical beauty in exc. cond. 60' LOA... 42,000
43' WITTHOLZ steel PH slp, strong, excellent cond., dsl... 85,000
40' PH CUSTOM CTR, dsl, '91 100,000
40' TANCODK schooner, nice!... 40,000
38' CHANNEL CUTTER slp, dsl... 22,500
36' CHEOY LEE ROBB slp, dsl... 49,500
36' OHLSON, I/B, Master Mariner... winner... 18,500/olr
35' S&S CANOE STERN slp, dsl... 39,500
35' MARINER, dsl, new sails... 28,000
34' RHODES WINDWARD... Ask 12,000
33' NOR'WEST slp, dsl... 36,500
33' CHEOY LEE Clipper kitch, dsl 33,000
33' TRADEWINDS M/S, teak, dsl AK/Hawaii vet... Try 11,500
32' S GLASLAM 5.5M racing slp 12,800
32' TARGA, dsl, cruise ready... 39,500
32' ROYAL Cruiser, I/B, classic... 8,500
32' ATKINS SCHOONER, dsl Only 7,000
31' COLUMBIA, swing keel, I/B... 5,900
31' CHEOY LEE, Luders, dsl, slp 48,000
30' J/30, racer/cruiser, dsl... 24,500
30' CHEOY LEE Bmd kitch, all teak, copper rivets, bargain... 9,500
30' HUNTER, dsl, wheel, more 17,950
30' CATALINA, '82, dsl... 22,000
30' Wm. GARDEN dbl endr, dsl 10,500
30' ISL BAHAMA, f/g, I/B... 14,200
30' BIRD slp, rebuilt classic race 8,500
30' SEABIRD Yawl... 7,500
30' BALTIC masthead slp, Dutch-built pocket cruiser, exlct cond, D/B... 5,000
30' GAROEN classic dbl-end slp 10,500
30' CATALINA, dsl, very clean 22,000
30' KNUDSON PH lp, I/B... 12,000
29' COLUMBIA B.7, I/B... 12,500
28' VERTUE by Giles, dsl, more 22,000
28' LANCER MKV slp, '84... 13,400
28' HERRESHOFF yawl, Rozinante, new engine/classic... 12,500
28' FELLOWS & STEWART gaff kitch... 20,000
27' CATALINA slp, dsl, I/g... 10,500
27' CHEOY LEE LUDDERS slp... 18,000
27' ERICSON w/wheel steering... 7,000
26' O'DAY, O/B, new sails... 14,900
26' DAVIDSON kitch, I/g, center cockpit... 5,500
26' ERICSON slp, I/g... 2,500
26' LUGER slp, I/g... 5,500
26' CROTCH ISL PINKY, dsl, very special, new const. w/character... 45,000
26' EXCALIBUR slp, D/B, nice... 6,800
26' PEARSON COMMANDER, nice 6,500
25' YAMOTO slp, '63... 2,500
25' CHEOY LEE PAC. CLIPPER... 7,250
23' SPIDSGATTER slp, nice!... 5,600

- 23' BEAR slp by Nunes, exc cond 5,000
23' HERRESHOFF slp, dsl... 5,000/offer
22' WELLCRAFT slp, O/B... 7,700
POWER
65' Cruising houseboat by Nunes, 20' beam, 671 GM dsl, ferry conversion w/potential & charm. A project in process, has berth... 62,500/offer
65' WHEELER CLASSIC MY, GM dsls, relit/restoration in progress... 112,000
43' MATTHEWS FB... 55,000/offer
38' TOLLYCRAFT cabin trawler w/twin turbo diesels, F/B, nice!... 59,500
38' CHRIS CRAFT SEA SKIFF, fresh engines, just hauled... 18,000
38' MATTHEWS Cruiser, '39 classic, twin diesels, perfect... 65,000
36' STEPHENS sdh, '39, restored, twins, nice!... 30,000
34' STRIKER, steel, twin w/commercial crab/salmon license... Ask 60,000
33' CRUISERS Inc., twin, lk new 48,500
33' DONZI 2-33, twin 454s, ++ 64,500
32' LUHRS FB, new twin 318s... 26,000
32' LUHRS MARLBORO, tuna tower, twin dsls, fb, radar, more... 32,000



46' CAL 2-46 sloop, diesel, center cockpit, dual steering stations, genset, outboard, heat, roller furling, GREAT CRUISER with all the right equipment. **\$119,000.**



36' HUNTER cruising sloop. Diesel, H&C pressure water w/shower, full galley, dodger, pulpits & lifelines, roller furl, wheel, more. **Asking \$42,000.**



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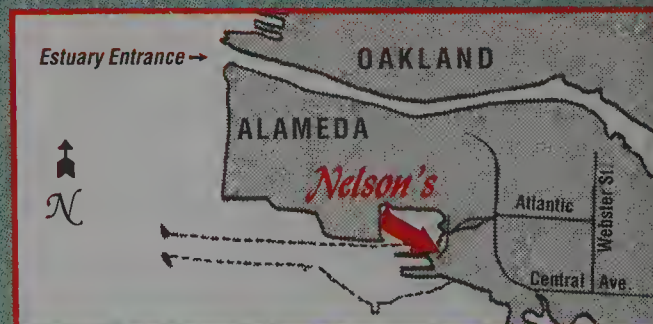
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